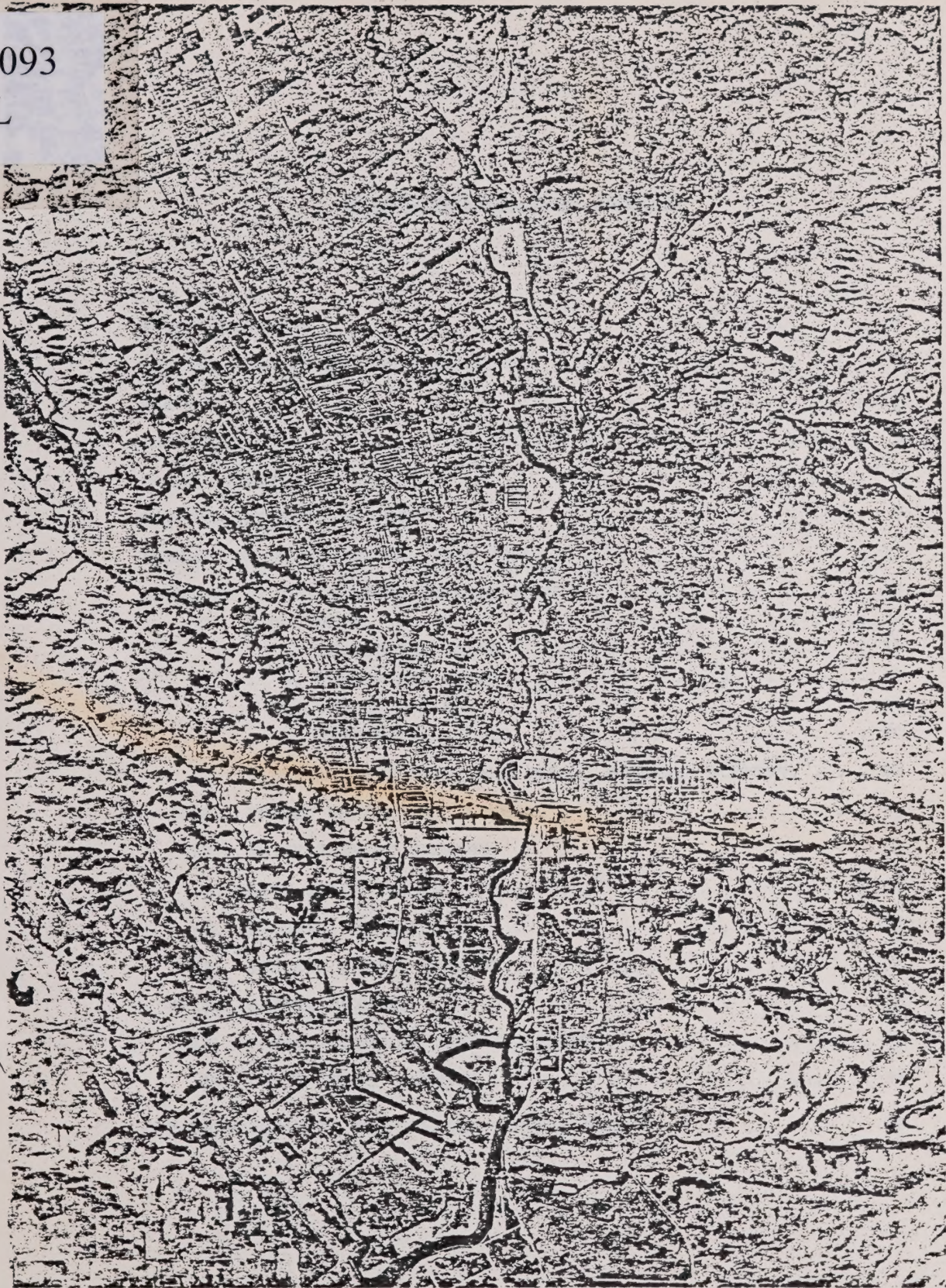


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THE 1975 GENERAL PLAN FOR THE CITY OF NAPA

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(As adopted by the City Council on August 26, 1975)

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ACKNOWLEDGMENTS

Napa City Council

Ralph C. Bolin, Mayor
Paul R. Gore, Vice-Mayor
William L. Chew
James V. Jones
Dorothy G. Searcy

City Manager

Lee M. Roberts

Napa City Planning Commission

Daniel A. Pinarretta, Chairman
Robert B. Scott, Vice-Chairman
Frank P. Brown
Edward H. Stohsner
Michael C. Webb
James L. Templin
Barbara Sullivan

General Plan Revision Technical Committee

City Council Representative
Mayor Ralph C. Bolin
Deputy City Attorney Representative
W. Scott Snowden
City Planning Commission Representative
Daniel A. Pinarretta
Napa Sanitation District Representative
Carl Lynch
Napa Valley Unified School District Representatives
Dr. J. Win Payne and Dr. Edward Solomon
Pacific Gas and Electric Representatives
Richard Kisbey, Joe Carvalho and Don Kasso
Napa County Conservation, Development and Planning
Commission Representatives
James H. Hickey and Tony McClimans
Napa City Planning and Community Development
Representative
Richard A. Oliver
Napa City Public Works Department Representatives
John Lindblad and Richard Bruechert

City Planning Staff

Richard A. Oliver, Director
J. Michael Joell, Principal Planner
*Susan Boehlje, Associate Planner
J. Laurence Mintier, Associate Planner
Bruce Kibby, Associate Planner
F. Eldon Peter, Assistant Planner
James Beatty, Planning Aide
Maxine Smith, Secretary
Varon Richards, Stenographer
Peggy Souza, Typist Clerk
**Royce Cunningham
**William Derrick

Consultants

Hall and Goodhue
Keyser-Marston Associates

Project Coordinator

J. Michael Joell

* No longer with staff
** Student Interns

Section 1: Introduction

The purpose of this document is to provide a comprehensive overview of the project's objectives, scope, and timeline. This section will outline the key goals and deliverables, as well as the roles and responsibilities of the team members.

Section 2: Objectives

The primary objective of this project is to develop a robust and scalable system that meets the needs of our users.

Section 3: Scope

The scope of this project includes the design, development, and deployment of a new web application. The project will focus on improving the user experience and increasing the system's performance. Key features to be implemented include a new user interface, enhanced search functionality, and improved data security measures.

Section 4: Timeline

The project timeline is as follows: The project will begin with a planning phase, followed by a design phase, and then a development phase. The final phase will be testing and deployment. The project is expected to be completed by the end of the year. The timeline is subject to change based on the progress of the project and any unforeseen circumstances.

Section 5: Conclusion

In conclusion, this project is a critical component of our strategic vision. It will enable us to deliver a high-quality product that meets the needs of our users and drives our business forward. We are confident that the team's expertise and dedication will ensure the project's success.

Section 6: Appendix

This section contains additional information related to the project, including a list of references and a glossary of terms.

Section 7: References

The following references were used in the preparation of this document:

GENERAL PLAN LEGAL CONSIDERATIONS

The California Government Code mandates that all cities in California adopt General Plans. Every General Plan must contain nine elements: 1) Land Use 2) Circulation 3) Housing 4) Conservation 5) Open Space 6) Seismic Safety 7) Noise 8) Scenic Highway 9) Safety. Other elements may be included at the community's discretion based on its needs. While all of these elements have far reaching effects on a city's future, the land use and circulation elements are particularly significant from the point of view of physical development.

Generally speaking, a General Plan does not in and of itself control land uses. While there are exceptions, such as the requirement that subdivision maps conform to the Plan, the General Plan is primarily a statement of concepts and goals. The primary force of a general plan lies in the fact that state law mandates that the city's zoning ordinance must be brought into conformity with it. The term "conformity" has not been given explicit definition. However, it clearly implies that the zoning ordinance may not permit uses which would undermine the goals of the Plan. The consensus of opinion is that from the city's point of view this means that at a minimum, the city must zone properties in such a way that the zoning ordinance will not permit more intensive uses than are contemplated by the General Plan.

Such zoning invariably results in concern on the part of citizens regarding its effect on property values. It has been the law since the 1920's, however, that landowners have no vested right to an existing zoning of property. It is furthermore, well established that a diminution of property value as a result of a proper rezoning is not legally compensable. These rules of law are based on the importance of a municipality's exercise of its police power to protect the legitimate interests of the community as a whole. The rule is further supported by the fact that whatever value is lost by such a zoning was initially realized by an earlier exercise of the zoning power.

In the last analysis, the adoption of a General Plan is a state mandated statement by a community of its concepts and goals, and the implementation of the Plan through zoning is the legally established manner of realizing these goals.

The following information was obtained from the files of the Department of Defense, Office of the Secretary of Defense, and the Office of the Assistant Secretary of Defense for Policy. It is the policy of the Department of Defense to release information to the public in accordance with the provisions of the Freedom of Information Act, 5 U.S.C. 552, and the Department of Defense Regulations, 32 CFR 1.101, and the Department of Defense Policy, 32 CFR 1.102. The information is being released to the public in accordance with the provisions of the Freedom of Information Act, 5 U.S.C. 552, and the Department of Defense Regulations, 32 CFR 1.101, and the Department of Defense Policy, 32 CFR 1.102.

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PREFACE

The City of Napa has been growing at a substantial rate over the last few years. While during the period of 1960 to 1970 the City population only increased by 12,000, it nearly equalled this amount in the first four years of this decade. This accelerated growth led to widespread citizen concern that the quantity and quality of growth, unless more strictly controlled, would be extremely detrimental to the health, safety, beauty and livability of the community.

As a result of community concern, the City Council appointed a Citizens Committee on Growth, which in June 1973 submitted a report to the Council concluding that there was a growth problem and suggesting various steps to mitigate it. One suggestion adopted by the City Council was a Matrix Review System by which developments could be rejected if they contributed to urban sprawl, impacted schools or otherwise fell short of new community goals.

To test community attitudes on growth, the City Council placed twelve growth questions on the November 6th ballot. The results of the Plebiscite indicated that the public was very concerned about environmental quality. In essence, the Plebiscite called for maintaining the present sense of the community, the preservation of open space, prohibiting of high-rise structures, providing for some low income housing, restraining urban sprawl and a community population level not to exceed 75,000 by the year 2000. It was indicated that all this was to be accomplished while maintaining an economically healthy and environmentally sound community.

In response to the Plebiscite and other growing environmental concerns, the City Council on December 13, 1973, established a nine-member Technical Committee to recommend revisions to the General Plan. Meeting twice a month, beginning January 2, 1974, the Committee reviewed a substantial amount of information on population, housing, environmental and economic

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resources, as well as indepth studies relating to the adequacy and potential of the following services: water, sewer, police, fire, gas and electricity and schools. With this background data and using the above mentioned Plebiscite goals as a guide, a Preliminary Revised General Plan was prepared by the General Plan Revision Technical Committee with the guidance and assistance of staff and the City's Economic and Planning Consultants. Also utilized in this study were the goals recommended by the Citizens Committee on Open Space as incorporated in the Environmental Resources Management Element, by the Citizens Workable Program Committee as incorporated in the Housing Element - Phase 2, and as recommended by the Council appointed Citizens Committee on Growth. These goals have served as a guide in the preparation of the Revised General Plan and they form the basis for the development policies suggested therein.



INTRODUCTION

The General Plan is an expression in words and maps of how the community would like to develop, and should be used as a guide for all official and administrative decisions. It helps to assure that public facilities will not be duplicated or mislocated and that the actions of the public and private sectors pertaining to land use will be coordinated to achieve the type of community desired by the citizens.

The General Plan is long-range, looking as far ahead as reasonably accurate forecasts can be made. It is comprehensive in that it includes consideration of all aspects of the environment such as natural resources; land use; commercial, industrial and public services; and the infrastructure necessary to serve the planning area. It is general in that it portrays only approximate sizes and locations of the various elements, recognizing that, within the general context, detailed plans will be necessary to meet specific situations. The General Plan must be kept up to date. As technology, community goals, and conditions change, the plan should be revised every three to five years so that it reflects the latest and best thinking of the community.

While the General Plan is a long-range guide to growth, it does not regulate the use of the land. This is accomplished through zoning after required public hearings. However, after the adoption of the General Plan Map, the Zoning Map should, as soon as possible, conform to the basic concepts of the General Plan Map as required by State law.

It should be re-emphasized that the primary purpose of the General Plan is to help bring about the type of community that the citizens desire. It is interesting to note that the basic desire for a pleasant living environment has not changed substantially over the past few years. The following statement appeared in the 1968 General Plan:

"The very things that people like about the Napa area are the reasons that many new residents are attracted to the community. Napa still has a feeling of openness combined with the friendly atmosphere. It is a good community for bringing up children. One can still breathe clean, fresh air and can find an abundance of open space for recreation and relaxation." "...The preservation of these unique and outstanding qualities in the face of growth pressures will tax the ingenuity of the governmental bodies to the utmost."

Events since that time have proven that these attributes are still considered important, with increasing concern being expressed by the citizens that this pleasant small town atmosphere be maintained. As a result, elected officials have taken steps to try to meet this challenge and accommodate the desires of the residents. The Revised General Plan is in effect the culmination of governmental responses to the concerns of the citizenry.

This plan provides a framework for maintaining the sense of the community expressed in the above statement. Its basic purpose is to continue to enhance and maintain the values that the community considers important. These include a community which is a desirable place to live and work, and one that is both environmentally healthy, and economically sound; a community where productive agricultural land, clean air, open space and vistas are not sacrificed to speculative interests of the type that have ruined so many cities; a community where good recreational facilities are close at hand so people do not have to drive many miles to enjoy their leisure time; a community where high density and the social problems associated with overcrowding is avoided in favor of moderate density with modest homes and garden apartments; a community where peace and quiet and natural beauty are preserved as valuable assets.

BASIC CONCEPTS OF THE PLAN

A basic concept behind the revised plan is that while some additional growth will occur in the Napa area, it is very important from a standpoint of environmental quality, economic health and energy conservation that this growth be carefully guided and controlled.

As a first step toward this end, the plan proposes that the community take full advantage of the existing infrastructure in order to avoid the inefficient and higher service cost of urban sprawl. The existing and proposed facilities such as water, sewer, schools and public buildings are generally able to serve a population level of approximately 75,000 people. The revised General Plan proposes to accommodate this population level within an area of approximately 18 square miles, an area designated in the General Plan as the Residential Urban Limit (RUL) line. Within the RUL line there is sufficient land area to accommodate not only the projected population but also the industry, commerce and services required to serve this population. Concentration of the population at reasonable densities within the RUL line encourages the development of pockets of land within this area while preventing leap frog growth into productive or potentially productive agricultural land beyond said boundary.

Another basic concept of the revised plan is that the urbanized area be surrounded by a green belt limited primarily to agricultural uses and small farms such as those currently in existence. Creation of new parcels in the green belt area would be permitted with minimum areas of generally 5, 20 and 40 acres, depending upon soils, topography, and the location of the property in relation to access, fire protection and residentially oriented services. Exceptions to agricultural uses would be considered for selected institutional, industrial and recreational uses when not detrimental to the environment and to the peace and quiet of adjacent residential areas, and when said use will be compatible with the open space nature of the green belt concept.

Lastly within the RUL line, the plan incorporates many of the basic concepts of the 1968 plan. These include a revitalized downtown which will serve as a visually attractive and economically healthy regional shopping, financial and administrative center; preservation of open space, particularly along waterways and in the hills; provision for adequate area for industry and commerce; a linear park and beautified Napa River meandering through the Napa planning area; preservation of selected historic structures that are a part of Napa's past; and providing a variety of housing types for all income groups. Some concepts in the original plan which have been changed in the revised plan are the following: fiscal decision not to seek material expansion of the existing community infrastructure thereby altering the projected population level of approximately 150,000 by the year 1990 to approximately 75,000 by the year 2000; the reduction of the urbanized area from 55 square miles to approximately 18 square miles to avoid urban sprawl; the reduction in potential housing density throughout the planning area, particularly in multi-family areas where maximum densities have been reduced from a range of 20 to 44 units per acre down to a range of 10 to 18 units per acre to minimize needless overcrowding, recognizing that there is sufficient land area within the RUL line to accommodate rental units at more moderate densities; reversal of the previous goal of encouraging hillside development to one of restricting areas of greater than 15% slope to minimum lot sizes of 5 acres or greater; and the deletion of the east-side freeway.

FACTORS INFLUENCING THE PATTERN OF GROWTH

1. Regional Setting

Napa is located within one hour's drive of the San Francisco Metropolitan area. While the growth of the Bay region has inundated many areas to the point where one city merges into another, lack of good transportation routes have prevented this spillover from entering Napa County. However, it is recognized that as transportation routes improve, and with increased industrial development in neighboring communities like Fairfield and Vallejo, Napa will be under increased pressures to house the employment forces, especially those in the managerial and executive classes, from these surrounding areas. It is fortunate that the City is in a position to maintain this quality of a distinct and separate community.

Napa is surrounded by natural features which limit development, such as the marshes on the south, the hills on the east and west and the valuable agricultural lands, especially prime vineyard land to the north.

This plan proposes to reinforce our unique opportunity by establishing a green belt around the urban area which would primarily continue existing agricultural uses and also allow private and public recreational uses as well as some selected industrial and institutional uses when designed to be compatible with the rural open space nature of the green belt.

2. Water

The Napa area is serviced by the City of Napa Water System. Existing water sources include Lake Hennessey, Milliken Reservoir and the North Bay Aqueduct. Lake Hennessey and Milliken Reservoir have a combined safe annual yield of 12,500 acre feet and the current NBA contract is for 12,500 acre feet for a total available annual supply of 25,000 acre feet.

The general water connection policy at this time is that there will be no new connections without annexation to the City. Only where there is a prior commitment for service will connection with agreement to annex at a date in the future determined by the City be approved.

With construction of the new Milliken Treatment Plant due to be completed in 1975, the water supply for the Napa urbanized area is adequate to serve a population of approximately 84,000 people. However, as a result of past contractual obligations, some of the population to be served lies outside the RUL line. Before the 12,500 NBA contract water can be fully utilized, the Jameson Canyon Treatment Facilities would have to be expanded.

Given the above limitations and assuming the continuation of current water consumption trends, present supplies and existing and proposed facilities mentioned above are adequate to serve a population slightly less than 80,000 people.

The Napa urbanized area is divided into five pressure zones. These pressure zones are determined by the water source elevation at Lake Hennessey, the elevation of the particular area served and a minimum acceptable water pressure of approximately 45 pounds per square inch during normal flow. Zone 1 is the lowest in elevation and Zone 5, the highest. Zone 3 is serviced directly from source reservoirs. In Zone 1 and 2 the pressure is mechanically reduced from Zone 3 pressure. At higher elevation (above 170 feet) the water supply has to be mechanically boosted to maintain satisfactory service.

3. Sanitation

Long range planning for the Napa Sanitation District (NSD) is difficult at this point in time, because new Federal and State requirements for the discharge treated sewage effluent may be established within the next ten years. One possibility is that the State will prohibit discharge to the Napa River, which would mean that NSD effluent would have to be transported to the Carquinez Strait for discharge. The cost of the necessary transmission line is estimated at 15 million dollars (1974 dollars). Another possibility is that the Federal Environmental Protection Agency will prohibit discharge to any waterways, which would mean that land disposal facilities would have to be constructed. No cost estimate has been made for such a scheme.

In the short run (10 years), urban growth in the Napa area is advantageous to the NSD since it tends to reduce the per capita cost of sewage collection and treatment. At such time as additional capacity is needed at the new treatment plant, expansion can be accomplished at relatively nominal cost due to the modular design of the proposed plant.

In the long run, the benefits of urban growth for NSD are questionable. Should the State prohibit discharge to the Napa River, a larger population would make transmission financing more bearable per capita. On the other hand, should EPA prohibit all discharge to waterways, a smaller total quantity of effluent could more easily be accommodated.

Water reclamation is being considered by NSD as a means of minimizing the volume of effluent discharged and at the same time productively utilizing the high quality effluent. Reclaimed water could be used in water intensive operations such as vineyard frost protection, certain industrial processes and landscape and public park irrigation. At this point, no definite plans for water reclamation have been developed by NSD.

4. LAFCOM

In 1963, the California State Legislature adopted legislation requiring the establishment of a Local Agency Formation Commission (LAFCOM) in each county. In 1965, the legislature expanded this legislation giving additional powers to the commissions. The major legislative mandate to the commissions is set forth in Section 54774 of the Government Code:

"Among the purposes of a local agency formation commission are the discouragement of urban sprawl and the encouragement of the orderly formation and development of local governmental agencies based upon conditions and circumstances."

In furtherance of this mandate the local agency formation commission was given the power to review and approve or disapprove all proposals for:

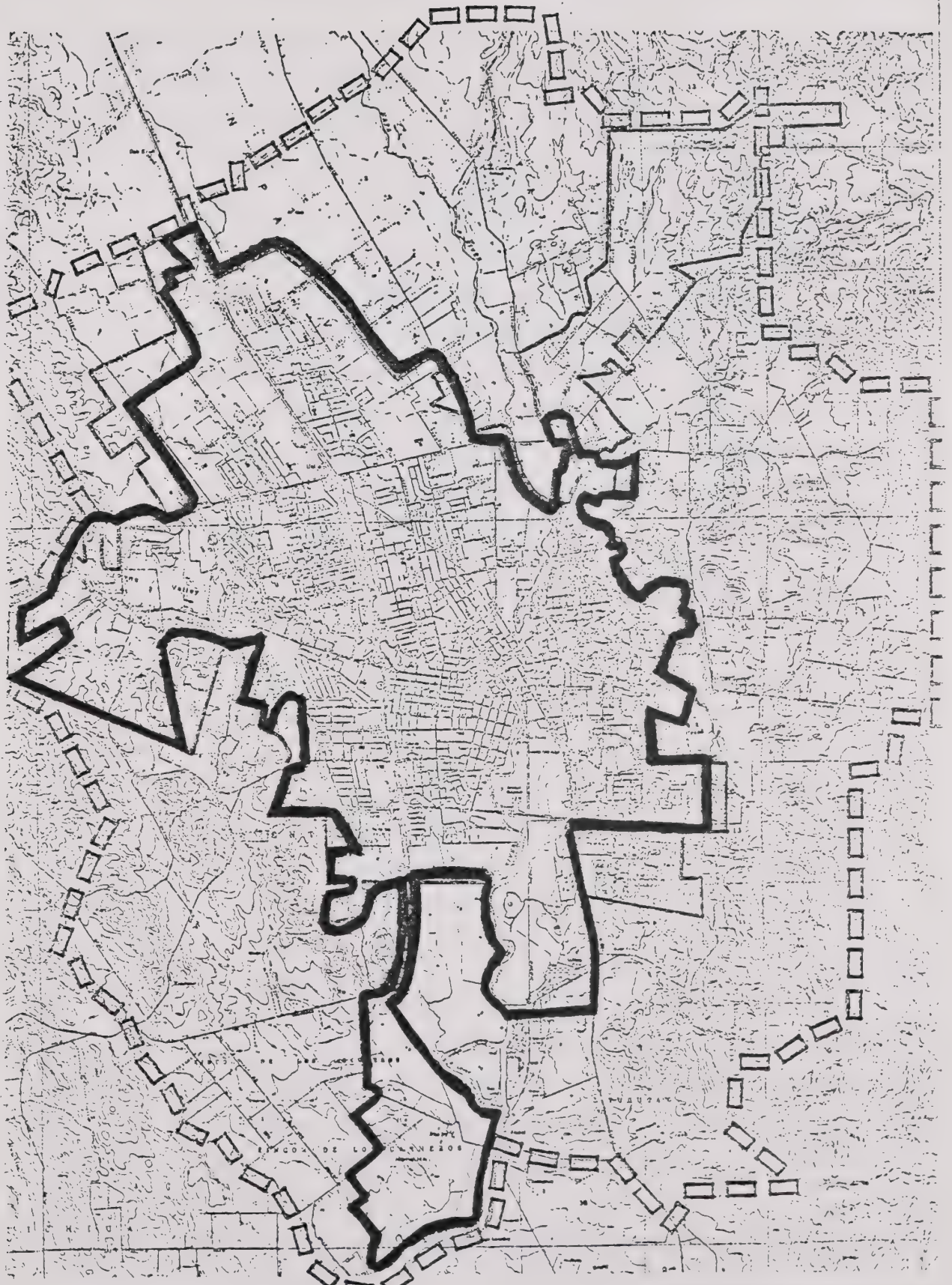
- 1) incorporation of cities;
- 2) formation of special districts;
- 3) annexation of territory to local agencies;
- 4) exclusion of territory from a city; and,
- 5) the disincorporation of a city.


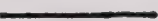

For each incorporated city within its jurisdiction, the LAFCOM establishes a Sphere of Influence which should represent the ultimate probable boundaries of that city, based on the growth plans of the city and the availability of urban services such as sewer and water.

In 1972, the Napa County LAFCOM established the current City of Napa Sphere of Influence and adopted a relevant set of policies (see Figure 1). The Sphere of Influence roughly coincides with the area the Napa Sanitation District feels can be serviced within the next few years. In general, LAFCOM looks favorably on annexations to the City of land within the Sphere of Influence boundary, while annexations to the City of land outside the Sphere boundary require evidence that utilities can be made available and amendment of the Sphere of Influence map.



FIGURE 1



-  Residential Urban Limit (RUL) Line (As revised by City Council Action on 8/26/75)
-  LAFCOM Sphere of Influence Line
-  Green Belt Boundary (1968 General Plan Boundary)

SUMMARY OF MAJOR GENERAL PLAN GOALS

Basic Planning Goals

- (1) Plan to accommodate within the Residential Urban Limit (RUL) line in addition to the current City population of 45,000, approximately 9,000 people currently residing in pockets of unincorporated territory, plus an increase of about 21,000 people in approximately 7,000 new dwelling units for a total population of approximately 75,000 within the RUL line by the year 2000, recognizing the limitations placed on growth by the community's inability to economically provide expanded services.
- (2) Provide a variety of dwelling types within the RUL line at densities of 1 to 3 units per acre in the exterior area, 4 to 5 dwelling units per acre in the more central areas, with townhouse densities of 5 to 9 units per acre, and multi-family densities from 10 to 18 units per acre in appropriate locations where proper services and compensating open space are available.
- (3) Establish a green belt beyond the RUL line limited primarily to agricultural uses and small farms such as those currently in existence. Creation of new parcels in the green belt area would be permitted with minimum areas of generally 5, 20 and 40 acres, depending upon soils, topography and the location of the property in relation to access, fire protection and residentially oriented services. Exceptions to agricultural uses would be considered for selected institutions, industrial and recreational uses when compatible with the environment and to the peace and quiet of adjacent residential areas; when the project does not significantly affect the planned capacities of public services, utilities and road systems; and when said use will be compatible with the open space nature of the green belt concept.
- (4) Maximize the use of existing utilities, roads, schools, fire stations, other public services and commercial areas to avoid the high capital and service costs which result from urban sprawl.

GENERAL PLAN LAND USE DESIGNATIONS

Uses Allowed
Are Those in the Following
Conforming Zonal Districts

<u>Land Use</u>	<u>Maximum Density in Units Per Acre*</u>	
RL Large Ranch	1 unit per 20 acres ALAPU = 20 acres	A-20
RS Small Ranch	1 unit per 5 acres ALAPU = 5 acres	A-5
EL Large Estate	1 unit per acre ALAPU = 40,000 sq. ft.	E-1
ES Small Estate	2 units per acre ALAPU = 20,000 sq. ft.	E-5
A Low Density, Single-Family	3 units per acre ALAPU = 10,000 sq. ft.	R-1:B10,000
B Medium Density, Single-Family	4 units per acre ALAPU = 7,500 sq. ft.	R-1
C High Density, Single-Family, Two-Family	6 units per acre ALAPU = 5,000 sq. ft.	R-2:B10,000
D **Medium Density, Multi-family	5 - 9 units per acre ALAPU = varies	R-2, R-UTH, T-1
E High-Density Multi-family	10 - 18 units per acre ALAPU = varies	R-3
O a. Medium Density Residential	a. 10 units per acre ALAPU = 4,000 sq. ft.	a. R-5
b. Offices	b. Not applicable	b. R-5, O-R
PC Planned Community	Varies	PC
CT a. Hi-Density Multi- Family	a. 10-18 units per acre	R-3
b. Tourist Commercial	b. Not applicable	C-L
CN Neighborhood Commercial	Not applicable	C-1
CR Retail Commercial	Not applicable	PS
CBD Central Business District	Not applicable	CBD
CG General Commercial	Not applicable	C-3
M Manufacturing- Industrial	Not applicable	M
p Public Park	Not applicable	REC-1
os Open Space	Not applicable	REC-1
cm Cemetery	Not applicable	REC-1
sp Public School	Not applicable	REC-1
snp Non-public school	Not applicable	REC-1
pa Public Assembly	Not applicable	REC-1
qa Quasi-public Assembly	Not applicable	REC-1
g Governmental Facility	Not applicable	REC-1
mhp Mobile Home Park	Up to 8 units per acre	T-1

..... Residential Urban Limit Line

* Subject to 1) slope policy; 2) provisions of the Housing Element of the General Plan; 3) provisions for reduced lot areas in development under PC, R-UTH or the voluntary lot reduction section of the Subdivision Ordinance. (Note: ALAPU - Average Lot Area Per Unit)

** Unless otherwise designated (ie. D-3 means a maximum of 3 units per gross acre of D type housing)

NOTE: This page added to the 1975 General Plan as part of the Land Use Map Legend revision approved by the City Council on February 28, 1978.

ELEMENTS OF THE REVISED GENERAL PLAN

I. LAND USE ELEMENT

(Also see Land Use proposals on the Revised General Plan)

A. Industrial Goals

- Encourage and provide opportunity for small industries to locate in the City of Napa by zoning sufficient land for this use and co-operate with all agencies involved in attracting industry to the area
- Through the application of performance standards, assure that proposed industrial uses are compatible with Napa's environmental goals
- Provide for public and private areas for eating, relaxation, and recreation for employees in conjunction with large employment centers

B. Commercial Goals

- Retain downtown as the regional shopping, financial, and administrative center
- Continue the program of revitalization, beautification, and renewal of the downtown area in accord with the approved Central Napa Plan, or amendments thereof
- Provide for appropriately located community and neighborhood shopping centers, and for small one acre convenience shopping centers within walking distance of suburban residential areas
- Provide for non-pedestrian oriented retail and service commercial areas
- Encourage well-designed, properly located tourist oriented facilities
- Where economically possible, utilize two or three level parking garages in conjunction with commercial centers to reduce the need for large surface parking areas
- Provide for bicycle parking in each commercial center
- Make bus transportation available to each commercial center for workers and shoppers
- Protect the quality of the residential area surrounding commercial areas by carefully controlling design, lighting, odors, noise, and vehicular traffic

COMMERCIAL DEVELOPMENT

General Plan standards for commercial development are intended to provide adequate land for commercial uses desiring to locate within the City. It is essential, however, that the Plan also contain standards which encourage commercial uses to perform a broader role in the community by truly serving customer needs and desires, contributing to improved community appearance, and utilizing major streets without seriously reducing their traffic carrying capacity. Commercial uses generally locate along major streets and highways. Since these streets carry most of the City's traffic, the design of commercial areas is the primary element in determining the City's image to its own residents and to visitors.

One of the primary factors to be considered in commercial development is the scale of a business in relationship to surrounding neighborhoods and services areas. For example, a drugstore in the 1950's was typically a pharmacy, serving a small neighborhood area, while a drugstore in the 1970's is more likely to be a major retail and variety goods store, serving a large automobile oriented trade area. The General Plan should identify appropriate land uses and appropriate scale for each type of commercial area.

A continuing trend in commercial land use is that consumers are turning to businesses concentrated in shopping centers and the downtown, rather than spread-out businesses in strip commercial areas. Guidelines for commercial development should recognize this trend and seek the concentration of business uses in centers, rather than along major streets.

REGIONAL CENTER

A regional center is a downtown area or a major shopping center which requires 100,000 - 400,000 people in its service area. This clearly indicates that there should be only one regional center in the Napa area. Principal competition for a regional center will be centers in Vallejo, Richmond, Santa Rosa, Concord, San Francisco, and Oakland.

The General Plan proposes to reinforce the downtown as the only regional center in the Napa area. Public policies should support this concept by public action and investments and by support of private investments through cooperative efforts. One of the most essential public actions is to limit the square footage of downtown-type uses in outlying shopping centers, so that these centers do not become de facto regional centers in competition with the downtown.

The downtown as a regional center should provide limited neighborhood commercial-type services and a full range of commercial, professional, financial, and governmental services. The downtown has several advantages over a regional shopping center because it provides for a full range of services, while a regional center is primarily oriented to retail sales. The downtown is far more complex than a regional center, so a more carefully prepared guideline for development is necessary to assure that each of its functions can be enhanced.

A key element of the downtown is the retail sales core. The retail sales area should be concentrated so that shops are located within convenient walking distance. Uses such as banks, large office buildings, government offices, parking lots, and drive-in and automobile service facilities with on-site pavement areas should not be encouraged to mix with the retail core because they increase walking distances without providing services that the pedestrian shopper is likely to be using. These uses should be located around the retail core or on the second and third stories above retail uses, so they can still function as a part of the downtown and are in relatively convenient walking distances. Parking should be in public or private lots or garages which serve all downtown uses, rather than providing on-site parking for a single use.

Downtown zoning should be concentrated as much as possible and should not encroach into neighboring residential areas. It is a common occurrence for the periphery of the downtown to be a mix of deteriorating residential and marginal commercial uses. Many residential areas around the downtown contain stately older homes which would be rehabilitated by owner occupants if the City is willing to guarantee that the neighborhood will remain a protected residential area.

SUB-REGIONAL CENTERS

A sub-regional center is a commercial complex with a large-scale department store or major multipurpose retail use as an "anchor" use, along with other shops and offices of a smaller scale which provide everyday goods and personal services. Service area is generally 25,000 - 50,000 people. The two centers shown on the plan are the Bel-Aire Center serving the northern area of the City and the River Park Center serving the southern part of the City.

NEIGHBORHOOD SHOPPING CENTER

Neighborhood shopping centers serve 5,000 - 10,000 people for daily convenience

items. These centers generally have a supermarket and a major drugstore as "anchor" uses and a variety of smaller-scale retail and personal service uses. The General Plan shows a distribution of existing and proposed neighborhood shopping centers, which should adequately serve the residential areas. Locations are not intended to be precise, but are general areas near the center of an appropriate residential market. These centers should be located along major streets and not within residential neighborhoods.

Neighborhood shopping centers should be limited to uses which serve day-to-day consumer needs and which are of a neighborhood scale. Major retail uses, office complexes, uses with noise-generating machinery, and semi-industrial uses should locate in appropriate downtown, service commercial and industrial areas.

CONVENIENCE COMMERCIAL

The resurgence of neighborhood-oriented food stores is a recent market phenomenon. These small stores are usually located within a convenient walking distance or a short drive from their service areas and are open for extended hours, often 24 hours a day. Zoning for convenience commercial could logically be a "spot zone" of one to one and a half acres located on a major arterial or collector street within any area designated residential on the General Plan. There should be a minimum distance between the centers of about one mile to prevent these zoning districts from becoming strip commercial areas.

OFFICE COMMERCIAL

There has been no General Plan policy for office uses in the past because offices have been expected to locate in other commercially designated areas. However, office uses are now seeking suburban locations and locations in office parks along major streets. Offices have become a major component of strip commercial development. Because of these factors, General Plan office policies should be established.

Some office uses generate extensive customer traffic, while others are low-traffic uses primarily occupied by employees. The amount of traffic generated and the scale of the office building should be the major factor in determining office locations.

Most of the office uses outside the downtown area should be located in office parks, a complex of offices in a park-like setting. This provides a convenient concentration of uses, an attractive addition to community appearance, and carefully-planned, controlled access to major streets. Small-scale, low-traffic office uses

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DIVISION OF THE PHYSICAL SCIENCES
DEPARTMENT OF CHEMISTRY

RESEARCH REPORT
NO. 1000

THE KINETICS OF THE
REACTION OF
HYDROGEN PEROXIDE
WITH
HYDROGEN SULFIDE

BY
J. H. KILPATRICK
AND
J. H. KILPATRICK

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CHICAGO, ILLINOIS

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are appropriate uses for infill of existing strip commercial areas, with controls on access and impact on major streets. Offices which provide primarily customer services may be located in neighborhood shopping and subregional shopping centers, as their service is similar to consumer retail sales. Well-designed and landscaped offices for major industrial uses are appropriate in industrial parks or in conjunction with industrial uses in industrial areas.

SERVICE AND GENERAL COMMERCIAL AREAS

Service and general commercial areas customarily include large and small scale uses with commercial and light industrial characteristics. Typical uses are building material sales, automobile sales and service, other repair establishments, wholesaling, warehousing, and light manufacturing. A recent market trend is the establishment of large-scale, single-purpose retail outlets, which sell goods normally carried by smaller stores in retail commercial areas.

Service commercial uses often require highway frontage, while others require access to rail and highway facilities without needing highway frontage. Downtown areas generally have supporting service commercial areas nearby.

Service commercial uses do not usually make a positive contribution to community appearance. Service commercial zoning is typically a catch-all zone which allows all commercial, office, heavy commercial, and light industrial uses and results in an undesirable mixture of land uses. It is often a common practice to weaken retail commercial zoning to allow service commercial uses with industrial equipments and noise generation adjoining residential areas. For these reasons, a careful re-examination of service commercial zoning, location, and design standards should be undertaken to provide adequate land for these uses while restricting their less desirable characteristics on adjoining residential and commercial areas.

Existing service and general commercial areas are located in a strip commercial form along streets which will become commute and tourist routes and the entryway to the revitalized downtown. The following guidelines should be used to direct service commercial zoning. Along major streets, service commercial uses should be encouraged to locate in commercial parks, a complex of uses similar to office and industrial parks, with more sensitive building design and landscaped areas along the major street. This type of park-like setting is particularly appropriate for automobile dealers, large-scale, single-purpose retail outlets, and warehousing uses. For uses where commercial park settings are not appropriate, particularly smaller scale uses, locations on side streets with minimum exposure to major streets are desirable from a

community design standpoint. The mix of uses allowed in service commercial areas should be studied so that uses more appropriately located in retail commercial, office, and industrial zones are located in the proper zones. This will have the effect of reducing the land area devoted to service commercial uses.

STRIP COMMERCIAL DEVELOPMENT

Most cities have miles of strip commercial development as a result of the early zoning practice of creating commercial areas along all highways and commercial thoroughfares. Much of the strip commercially zoned land has not developed because the supply of land exceeds demand and because many businesses have successfully purchased lower-price residential land and received rezoning for commercial use. Some strip commercial areas have developed more realistic uses. Others have not developed at all because of expectation of future high commercial values. These areas often suffer from congested streets because of a multiplicity of small shops each with its own driveway access to the major arterial; lack of parking; and competition from planned shopping centers resulting in marginal operations which, over time, present an appearance of deterioration and neglect.

The Plan recommends that there be no expansion of strip commercial development and that there be a gradual absorption of strip commercial areas by non-commercial uses with low-traffic volumes. Future major thoroughfares should be protected from strip commercial zoning, but should provide access to commercial uses located in designated shopping center locations with controlled access.

Existing strip commercial areas which are not likely to change to other uses, should be directed to smaller scale commercial and office uses with shared access in order to minimize traffic conflicts on major streets. Increased setbacks, building height limits, and extensive landscaping could improve the appearance of strip commercial areas so that they will make a positive contribution to the appearance and function of the City.

C. Office Goals

- Provide for professional and business offices within the downtown areas, and in office complexes at other selected locations where adequate access by automobile and bus is available, and where the use will not be detrimental to residential areas
- Provide for medical offices and laboratories in the vicinity of the Queen of the Valley Hospital

D. Residential Goals

- Provide for a wide variety of housing type planned in such a way as to preserve the personality and integrity of the neighborhood
- Establish housing policies and programs that maximize choice and avoid racial, ethnic, or economic segregation
 - (1) Seek to maintain 20% of new housing for low and moderate income persons, generally distributed throughout the community, and designed in accord with acceptable community design standards
 - (2) Utilize both private and public local funding to supplement or replace federal financial assistance to low and moderate income families
- Coordinate housing development with the capability of public and private facilities and service to assure new residents have adequate schools, park and recreation areas, street and sidewalk systems, and convenience commercial facilities
- Evaluate residential proposals on the basis of aesthetics, public facility availability, social and economic needs and environmental considerations as well as upon density factors
- Promote the maintenance and rehabilitation of existing housing, and the replacement of dilapidated housing which cannot be improved to minimum standards
- Families displaced by governmental action should be relocated to equivalent or better housing
- Locate housing for the elderly near community park and recreation facilities and convenient to shopping areas
- Establish a housing information center where citizens could be advised of self-help and rehabilitation programs, public financial assistance, and general construction requirements
- Provide City cooperation through capital improvements as an incentive to neighborhoods willing to improve their properties

METROPOLITAN AREA HOUSING STATISTICS

PLANNING AREAS	EXISTING DWELLING UNITS*			PROPOSED DWELLING UNITS		
	IN CITY	ANNEX-ABLE	NON URBAN	IN CITY	ANNEX-ABLE	NON URBAN**
1. Silverado	0	0	557	0	0	
2. Soda Canyon	0	0	139	0	0	
3. Salvador	840	123	85	50	100	
4. Dry Creek	573	12	50	100	25	
5. Linda Vista	835	35	10	200	125	
6. Crescent	1,444	56	60	575	75	
7. Milliken	0	0	181	0	0	
8. Sarco	3	0	328	0	0	
9. Foothills	0	0	369	0	0	
10. Country Club	0	0	237	0	0	
11. Alta Heights	692	372	100	200	100	
12. Beard	2,642	142	0	750	300	
13. Lincoln	1,170	3	0	100	0	
14. Central Napa	1,432	35	0	375	0	
15. Pueblo	1,073	715	0	350	150	
16. Browns Valley	856	123	12	625	325	
17. Congress Valley	0	0	152	0	0	
18. Foster	2,088	78	7	400	175	
19. Shearer	2,108	41	0	550	0	
20. Coombsville	705	673	70	200	575	
21. Hospital	0	0	12	0	0	
22. Suscol Ridge	0	0	4	0	0	
23. River East	2	5	3	0	0	
24. River West	461	16	0	250	200	
25. Carneros - Home Hill	0	0	145	0	0	
TOTAL	16,924	2,429	2,521	4,725	2,150	**

* Estimate as of January 1, 1974

** County Planning Department is currently studying distribution of potential housing units in non-urban green belt areas

1/3/75
Planning and Community
Development Department

HOUSING INVENTORY

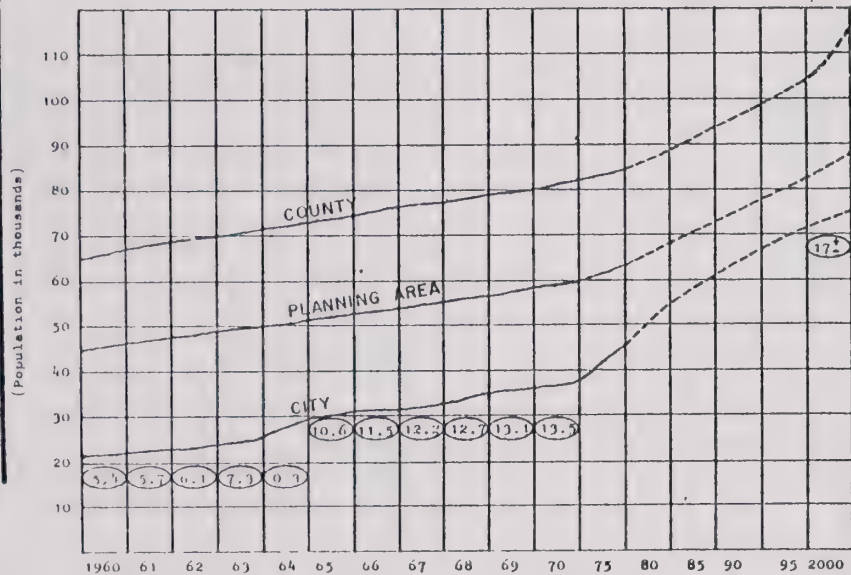
Dwelling Unit Type	1970 Census	EXISTING INVENTORY (Jan. 1, 1975)*		PROPOSED NEW UNITS (1975-2000)**		TOTAL YEAR 2000
		CITY	COUNTY WITHIN RUL	CITY	COUNTY WITHIN RUL	
SINGLE FAMILY	9,172 (76%)	11,662 (67%)	2,147 (90%)	2,600 (53%)	1,200 (62%)	17,609 (66%)
MULTI-FAMILY	2,446 (20%)	4,130 (24%)	77 (3%)	1,400 (28%)	100 (5%)	5,707 (21%)
MOBILE HOMES	536 (4%)	1,059 (6%)	168 (7%)	-----	-----	1,227 (5%)
CONDOMINIUMS	18 (.1%)	510 (3%)	-----	925 (19%)	650 (33%)	2,085 (8%)
TOTAL	12,172	17,361	2,392	4,925	1,950	26,628

* These figures are based upon July 1, 1974 Planning Department estimates and include building permits, annexations and demolitions through December 31, 1974.

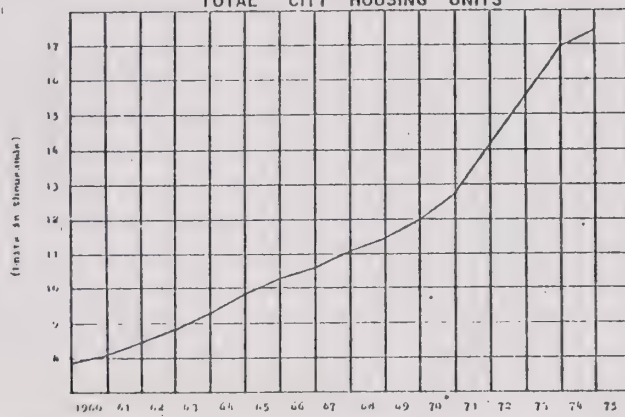
** Figures below are Planning Department estimates and were allocated in blocks of 25 dwelling units
3/7/75

GROWTH STATISTICS

POPULATION



TOTAL CITY HOUSING UNITS



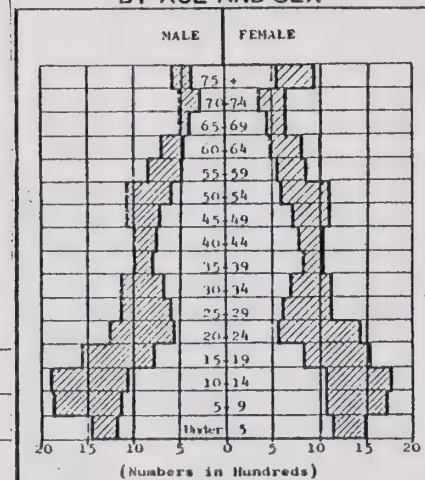
SOURCES:

- 1) 1970 Census
- 2) January 1, 1974 Planning Department Study
- 3) Hope City Building Department

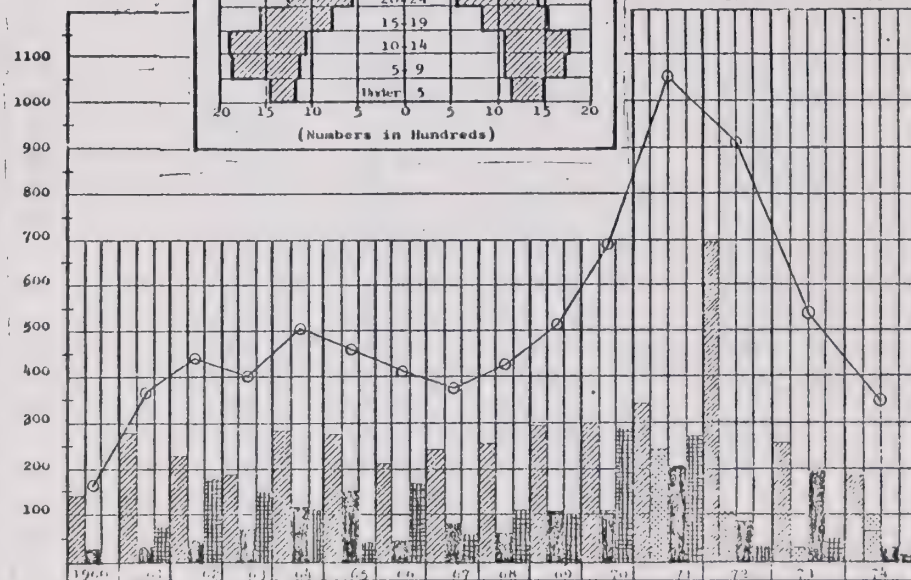
SOURCES:

County - actual: 1970 California County Fact Book; projections: Preliminary County General Plan
 Planning Area - Larry Smith and Company, Economy, Regional Influences and Population
 City - actual: State Department of Finance; projections: Hope City Planning and Community Development Dept.
 City Square Miles - City Annexation Department

CITY POPULATION DISTRIBUTION BY AGE AND SEX



- 1960 Census Figures
- ▨ 1970 Census Figures



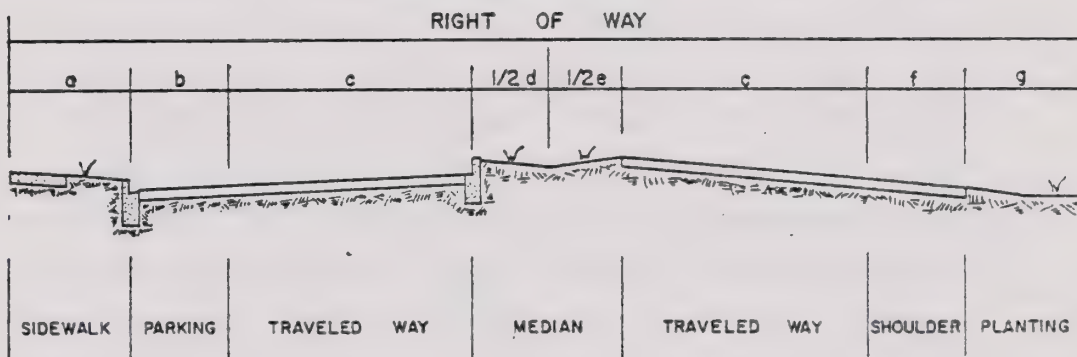
YEARLY CITY HOUSING STARTS BY TYPE

- ▨ Single-family dwellings
- Two to four unit dwellings
- ▨ Five or more unit dwellings
- ▨ Condominiums
- Total housing starts of all types

II. CIRCULATION ELEMENT AND SCENIC HIGHWAYS ELEMENT

- Provide for the movement of people within the planning area by the provision of complete and adequate systems of roads, walkways, and bicycle paths
- Encourage the use of bus transit and bicycles for trips to work and shopping areas
- Provide for the efficient movement of regional traffic through the planning area in such a manner as to minimize disruption and adverse impacts by said traffic on the community and particularly on residential areas
- Provide for convenient automobile and bicycle parking areas properly located and constructed to serve shopping, employment, and assembly areas with minimum disruption to the environment
- When constructing roads, bike paths and walkways, consider distant vistas and scenic focal points, and preserve to the greatest extent possible the surrounding environment

PROPOSED STANDARDS



Classification	Road Type	Right of Way	Dimensions in feet						
			a	b	c	d	e	f	g
4 Lane Arterial	A	130 ft.	10	8	24	46	--	--	--
4 Lane Arterial	A	130 ft.	--	--	24	--	46	8	10
4 Lane Arterial	B	110 ft.	10	12	24	18	--	--	--
4 Lane Arterial	C	92 ft.	10	12	24	--	--	--	--
2 Lane Arterial	D	84 ft.	10	12	13	14	--	--	--
Collector Street	E	60 ft.	10	8	12	--	--	--	--
Rural Street	F	60 ft.	--	--	12	--	--	8	10

CIRCULATION

Assuming approximately 7,000 new dwelling units will be constructed by the year 2000, each having $1\frac{1}{2}$ cars per family (a current City-wide average), City streets and parking areas would have to accommodate 10,500 additional automobiles. This increased traffic will be dispersed throughout the urban planning area in such a way that the existing street system will accommodate it with only minor modification and widening as indicated on the circulation plan. However, should a significant increase of new units occur in the County areas surrounding the City, a corresponding increase in street capacity may be required.

It is unlikely that higher gasoline prices, moderate gasoline shortages or better bus transportation would lessen the number of automobiles. These conditions, however, might result in a continuing trend toward small cars and increased reliance on bus transportation and bicycles for trips to work, to school and to shopping areas with primary utilization of the family car reserved for leisure time excursions. If, on the other hand, fuel shortages become severe and automobile use is drastically restricted, local government would undoubtedly be under great pressure to substantially increase bus service. Should such a situation develop, it is apparent that compact urban growth would allow more efficient use of the bus system and in fact, allow many people to walk to their destination. It is also obvious that satisfying transportation needs by way of a public system would be much more difficult and more costly to the public in an urban sprawl situation.

The plan proposes a circulation system which, for the most part, relies on existing street systems. Exceptions include the crosstown expressway, and the relocation of Browns Valley Road westerly of Westview Drive. It is assumed that regional traffic needs will be met by the existing and proposed state highway facilities. Also necessary to meet regional traffic needs is the widening of Highway 121 along Silverado Trail from Soscol Avenue to Trancas Street to a four-lane major

arterial. Other major roads proposed for four moving lanes of traffic are illustrated on the following pages.

SCENIC STREETS AND HIGHWAYS

The construction of the Southern Crossing will result in higher volumes of traffic along St. Helena Highway through the City of Napa. This will come about not only from increased local traffic but from the fact that motorists will tend to utilize this route in preference to using Silverado Trail to reach Monticello Road. It is important that every effort be made to provide an attractive appearance along the highway for those traveling through the area. Strict sign controls along the route and a provision for adequate setbacks for structures would help carry out this goal. Greater landscape protection between the adjacent land uses and the highway would help to buffer the movement of traffic and its consequent noise and fumes from the residential areas along the route.

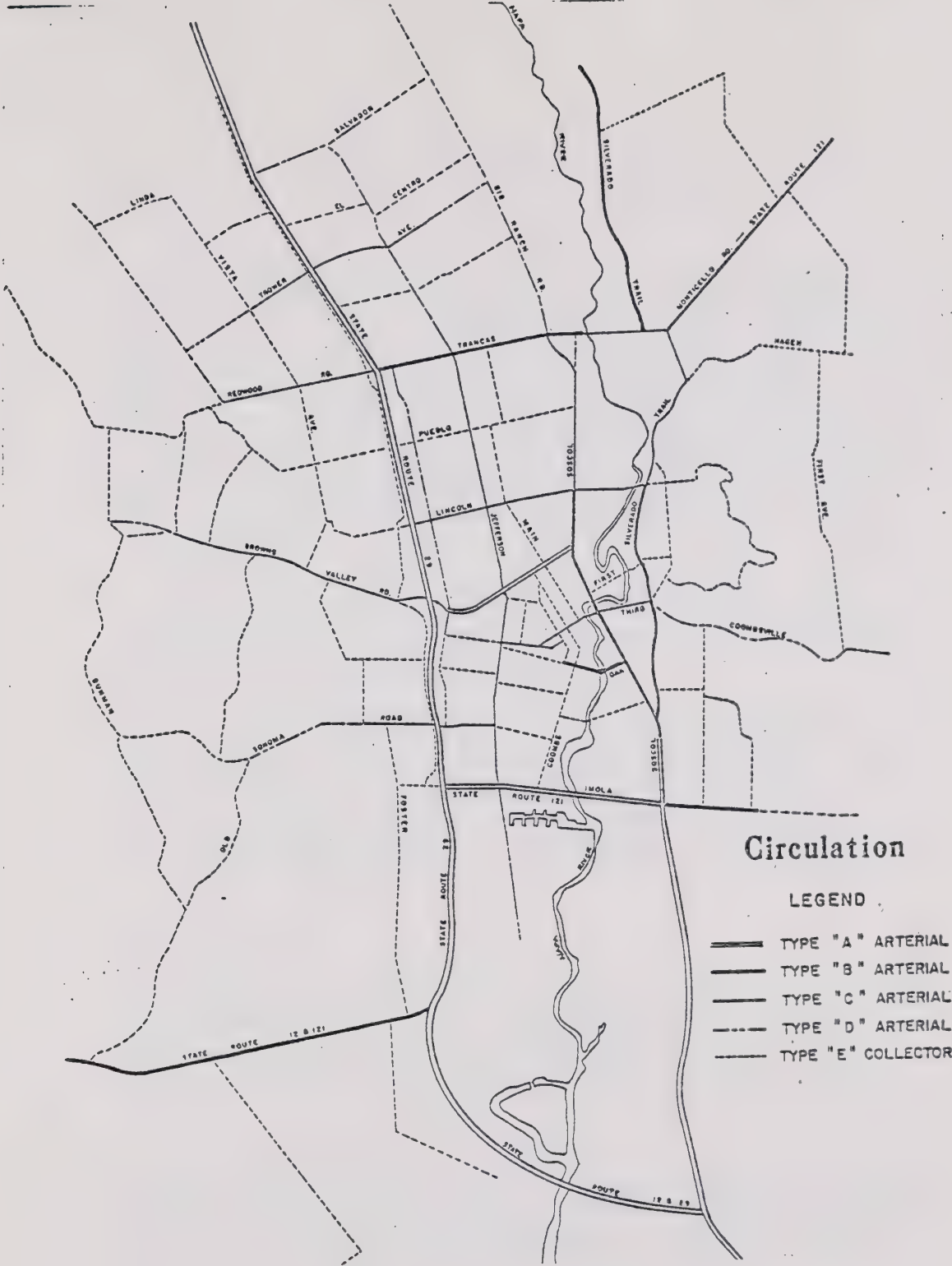
In addition to this scenic highway, the plan proposes that certain rural streets be designated "scenic roads". Such designation would apply to streets with low traffic volume at the periphery of the City and would include the following: Dry Creek Road, north of Redwood Road; Redwood Road, west of the Dry Creek bridge; Big Ranch Road, north of Trancas Street; Coombsville Road, east of Silverado Junior High School; Buhman Avenue, south of Twin Oaks Drive or south of the City boundary in the event that development is approved south of Twin Oaks Drive; Thompson Avenue; El Centrao from Jefferson Street to

Big Ranch Road; Old Sonoma Road, west of the City limits; Congress Valley Road between Old Sonoma Road and Buhman Avenue; and Partrick Road. In order to retain the rural atmosphere of these roads, ultimate pavement width would not exceed two 12 foot travel lanes plus two 8 foot bicycle-pedestrian lanes as shown. Normal standards would apply to rural roads if densities were allowed to exceed those shown in the General Plan (1975 Edition).

GENERAL PLAN STREET SYSTEM

<u>Street Name</u>	<u>Limits</u>	<u>Minimum Road Type</u>
Crosstown Arterial	Highway 29 to Soscol	A
Soscol Avenue	Imola to Silverado Trail	A
Soscol Avenue	Silverado Trail to Lincoln	B
Soscol Avenue	Lincoln to Trancas	C
Imola Avenue	Highway 29 to Soscol	A
Imola Avenue	Soscol to State Hospital Entrance	B
Trancas Street	Highway 29 to Soscol	B
Trancas Street	Soscol to Silverado Trail	C
Silverado Trail	Soscol to Lincoln	B
Silverado Trail	Lincoln to Trancas	C
Trower Avenue	Linda Vista to Vintage High	C
Trower Avenue	Vintage High to Big Ranch Road	D
Trower Avenue	Dry Creek to Linda Vista	D
Redwood Road	Highway 29 to Dry Creek	C
Lincoln Avenue	Solano to Silverado Trail	C
First Street	Highway 29 to Laurel	C
Browns Valley Road	Laurel to Westview	C
Browns Valley Road	Westview to Partrick	D
Third (Fourth) Street	Jefferson to Silverado Trail	C
Old Sonoma Road	Casswall to Jefferson	C
Oak Street	Randolph to Soscol	B
Dry Creek Road	Trancas to Vine Hill	D
Jefferson Street	River Park to Trancas	C
Jefferson Street	Trancas to Salvador	D
Jefferson Street	River Park to Park	D
Buhman Avenue	Browns Valley to Twin Oaks	D
California Boulevard	Trancas to Third	D
Coombsville Road	Silverado Trail to Silverado Jr. High	D
Big Ranch Road	Trancas to Trower	D
Salvador Avenue	Highway 29 to City Limits	D

<u>Classification</u>	<u>Right of Way</u>	<u>Road Type</u>
Major Arterial	130' or greater	A
Major Arterial	110'	B
4 lane Arterial	92'	C
2 lane Arterial	84'	D



Circulation

LEGEND

- TYPE "A" ARTERIAL
- TYPE "B" ARTERIAL
- TYPE "C" ARTERIAL
- TYPE "D" ARTERIAL
- TYPE "E" COLLECTOR

LAND USE ALONG MAJOR ARTERIALS

The staff and Planning Commission have devoted considerable time to the problem of what type of land uses are most appropriate along major arterials. There is currently no zone which could apply equally to all areas. Because of past policies and development, there is (and will remain) significant differences between industrialized Soscol Avenue, the commercialized portion of Jefferson Street, and residentially oriented Trower Avenue, Redwood Road, or Browns Valley Road. One Commissioner felt that the best way to resolve the problem would be to consider each rezoning application on its merits. Other Commissioners felt that this approach would be arbitrary and capricious (and, therefore, subject to challenge in the courts) unless there were some general comprehensive principles to guide their action. The staff was asked to investigate this matter further and to recommend a course of action.

City streets perform a variety of functions which are not always recognized. These are to carry traffic, provide access to adjoining properties, serve as community open space and lineal park land, serve as a recreation area, serve as pedestrian and bike routes, and provide vehicular parking.

Different types of streets perform different functions. A freeway carries traffic and does not perform any of the other functions (except open space and park land, if landscaped). An arterial street serves as a major traffic carrier, provides some access, and provides some parking with the other functions (except open space) generally not considered. A neighborhood street is not intended primarily to carry traffic, but serves the access, open space, recreation, pedestrian, bike, and parking functions to a high degree.

TRAFFIC CAPACITY

Portions of Napa's arterial streets (Soscol, Imola, Jefferson, and Trancas) carry traffic loads as high as sections of the freeway. Traffic loads on other arterial streets may reach these levels at some time in the future. It is essential to protect the capacity of arterial streets because, when they become congested, drivers seek alternative routes through neighborhood streets, and there are pressures to develop new arterial streets at considerable public expense.

The primary impediments to traffic flow on major arterials are intersections (particularly signalized, high-traffic intersections), driveway accesses which can result in frequent stopping and turning movements, and inadequate road width. The primary action which can be taken to protect traffic carrying capacity would be to limit the number of access points to the major street, including driveways and other streets which intersect the arterial.

Most arterial streets run at capacity only a few hours per day, congestion occurring usually during the morning and evening rush hour. Major streets with extensive commercial development, on the other hand, may experience continual congestion. Major traffic generators, such as high schools, the Junior College, the State Hospital, and large industrial employers could be encouraged to modify their work or attendance schedules to lessen the congestion that occurs during the 8 and 5 o'clock rush hours. A difference of 15 to 30 minutes, is often enough, to relieve the traffic congestion at places like the Maxwell Bridge.

ACCESS TO FRONTING PROPERTIES

While the prime function of a major arterial is to carry traffic from one part of town to another, the traffic on these streets offers opportunity for exposure that a business seeking customers finds irresistible. Commercial, office and other high traffic uses should be located with direct access or immediate secondary access to a major street so that traffic does not travel on neighborhood streets to reach these uses. But this should not serve as an argument for strip commercial zoning. Strip commercial, with many small uses and a curb cut for each use creates a large number of conflict points and reduces the capacity of the street. In areas where strip commercial zoning is retained, the carrying capacity of the street can be protected by the use of shared parking facilities, frontage roads to serve the spread-out uses, and access to side streets which feed directly into arterial streets. The best way to reduce the impact of commercial and office uses on traffic capacity is to concentrate commercial uses on larger parcels with carefully controlled access points to the major street.

Recently, there have been requests for additional commercial zoning along arterial streets. While these can act as a buffer to residential areas, they have the disadvantage of increasing the number of access points and reducing the capacity of the street to carry traffic. Presently, more than 50% of the commercial and office-zoned land is vacant or underutilized. Arguments for more commercial land do not seem justified at this time considering the existing land available for such uses.

Adequate land for commercial and office uses can be provided without seriously reducing the capacity of major streets by concentrating these uses at various nodes throughout the City, rather than in commercial strips. Neighborhood shopping centers, office parks, commercial parks (park-like setting for large retail uses like Grossman's, Levitz Furniture and MMM Carpets), and industrial parks are examples of such concentrations. These nodes would also increase the effectiveness of public transportation, because the trip ends are concentrated and fewer bus routes would be needed to reach desired services.

Residential uses can be located along major streets, as long as proper setbacks and noise buffering are provided. Residential uses should have no access or very limited access to the arterial because of the frequency of conflict points, the need to back into a major street and the potential pressure to convert the residence to office or commercial uses.

It is often argued that single family residences should not be constructed near high-traffic streets because the traffic and noise makes the area undesirable for single family living. This argument is used to support applications for strip commercial and apartment zoning along arterials. (Note that apartment zoning will actually place more families in these supposedly undesirable locations.) Gordon Hall made the following comments in support of the single family areas shown in the 1968 General Plan adjacent to the freeway, stating essentially that there are many desirable single family areas located adjacent to freeways. These arguments will also apply to the location of single family areas adjoining arterial streets.

"The General Plan showed, and we recommend, that no special consideration of density be made for property adjacent to the freeway. I believe you will find that there are many single family residential areas, new as well as existing, which are constructed adjacent to the California freeway system. This is true even where freeways and new developments are constructed in new areas where one might assume that only market considerations are the determining factors. This indicates that freeways do not interfere with single family development of adjacent property."

Residential uses can be located adjacent to arterial streets by using back-on treatment or a frontage road along the main street or, in the case of apartments with extensive street frontage to allow one or two driveways at carefully selected points.

Some uses, such as churches, lodges, and similar uses, generally occupy large sites and generate traffic at non-peak hours. These are ideal for frontage on major streets without reducing carrying capacity.

NOISE

When major streets operate at near capacity a considerable amount of noise is generated. Technological advances to reduce engine and tire noise are being made, but it may be 5 to 10 years before noise levels are reduced. In the meantime, noise is such that the State Division of Highways recommends that residential uses be discouraged adjacent to a high volume route. It is desirable to locate residential uses outside of high-noise areas, however, there is so much arterial and freeway frontage that large portions must remain in residential use. Residential uses would be reasonably compatible if oriented away from the arterial with back-on treatment and/or increased setbacks, if measures such as increased insulation, windowless walls facing the street, sound walls, fences, and extensive landscaping are provided to reduce noise impact, or if frontage roads are provided to increase the distance of the unit from the freeway and reduce the number of access points to the arterial street.

COMMUNITY APPEARANCE, OPEN SPACE, AND PARKS

All streets function as community open space. Well landscaped streets with attractive structures serve as attractive linear parks. Arterial streets and freeways carry most of the residents and visitors through the City, therefore, a major portion of the community's image as a place to live and visit is established by the appearance of arterial streets.

Major streets should be as attractive as possible in order to make the driving experience a pleasant one. Commercial and office uses increase traffic conflicts and generally have less landscaping, more asphalt, and a profusion of signs which cause tension and distract the driver. It would be more restful and safe to the driver if major streets could present the appearance of a boulevard or linear park with an abundance of landscaping, appropriate setbacks, and well-designed structures.

RECOMMENDED POLICIES FOR MAJOR STREETS

1. Protect the traffic carrying function of arterial streets. The primary role of an arterial street is to carry traffic. When a major street becomes congested, neighborhood streets are used as bypass routes, and there is pressure on the City to provide costly new streets to ease the congestion. The carrying capacity of all arterials should be protected by reducing the number of access points, concentrating commercial and office zoning in areas which can be served by a few access points, limiting strip commercial and individual access to small parcels, encouraging access to side streets which feed directly to the arterial, providing frontage roads to serve many parcels, consolidating the number of access points, and encouraging residential development which backs onto the major street.
2. Reduce traffic conflicts and accident potential. The primary cause of accidents on a major street are the same conflicts which limit traffic flow. Solutions proposed in the first policy statement will also reduce accident potential on major streets.

3. Locate high-traffic land uses on major streets. High traffic land uses should be located with direct access or immediate secondary access to arterial streets so that traffic from these uses does not travel on neighborhood streets. Access from these uses should be carefully planned to reduce conflicting traffic movement and accident potential.
4. Reduce noise impact on residential uses. Residential uses along major streets should be located in areas where lower traffic and noise levels are anticipated. Residential uses should be protected from noise, and the capacity of the major street should be protected by the use of larger setbacks, back-on treatment, increased insulation, windowless walls facing the major street, sound walls, fences, intensive landscaping, use of frontage roads, and, in the case of apartment complexes with extensive frontage, allowing limited access directly to the major street.
5. Improve the appearance of major streets. Create a park-like atmosphere along major streets by the use of increased setbacks, high volume landscaping, well designed structures, low profile, low impact signing, and preservation and rehabilitation of stately older homes and structures fronting on the streets.

IMPLEMENTATION

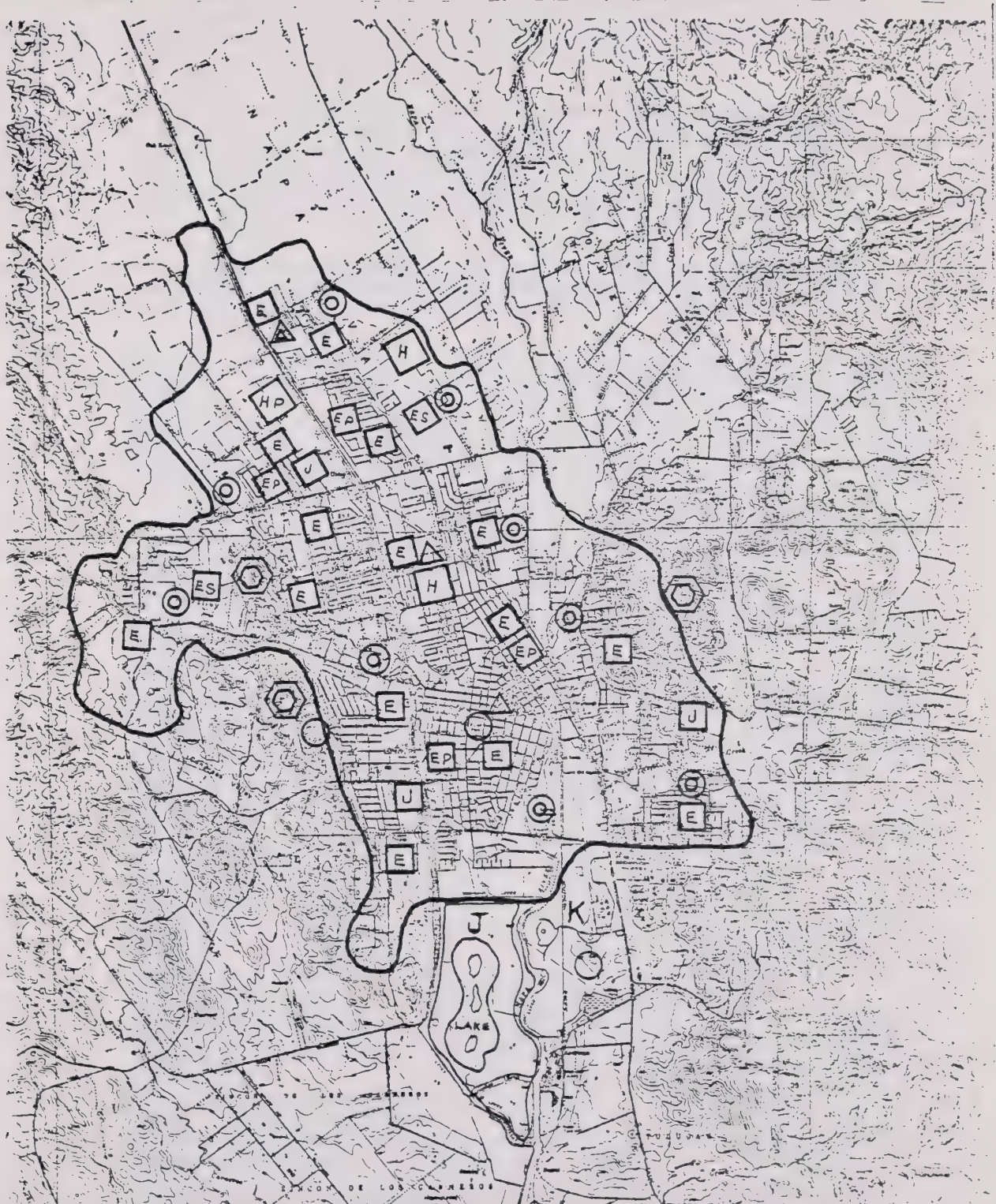
While the above goals are desirable, it is obvious that they cannot be fully realized in all instances. Strip commercial uses abound on many streets. In some cases, street widening has placed a structure too close to the street to allow landscaping treatment. The proposed revised General Plan retains strip commercial areas essentially without change. However, a considerable portion of the land along arterial streets is undeveloped, and there are continual changes in use and structures in strip commercial areas, so implementation of the recommended policies has a reasonable chance of success.





The mechanism for implementation would be a zoning combining district or districts to be used along major streets. These should be established after study of the existing land uses on arterial streets (now in process) is completed. Appropriate regulations, based on parcel sizes, existing land use and structure location, and existing amenities can then be established to improve traffic flow and appearance along arterial streets.

III. PUBLIC FACILITIES ELEMENT

EXISTING AND PROPOSED COMMUNITY FACILITIES

(Existing Facilities - Single Line; Proposed Facilities - Double Line)



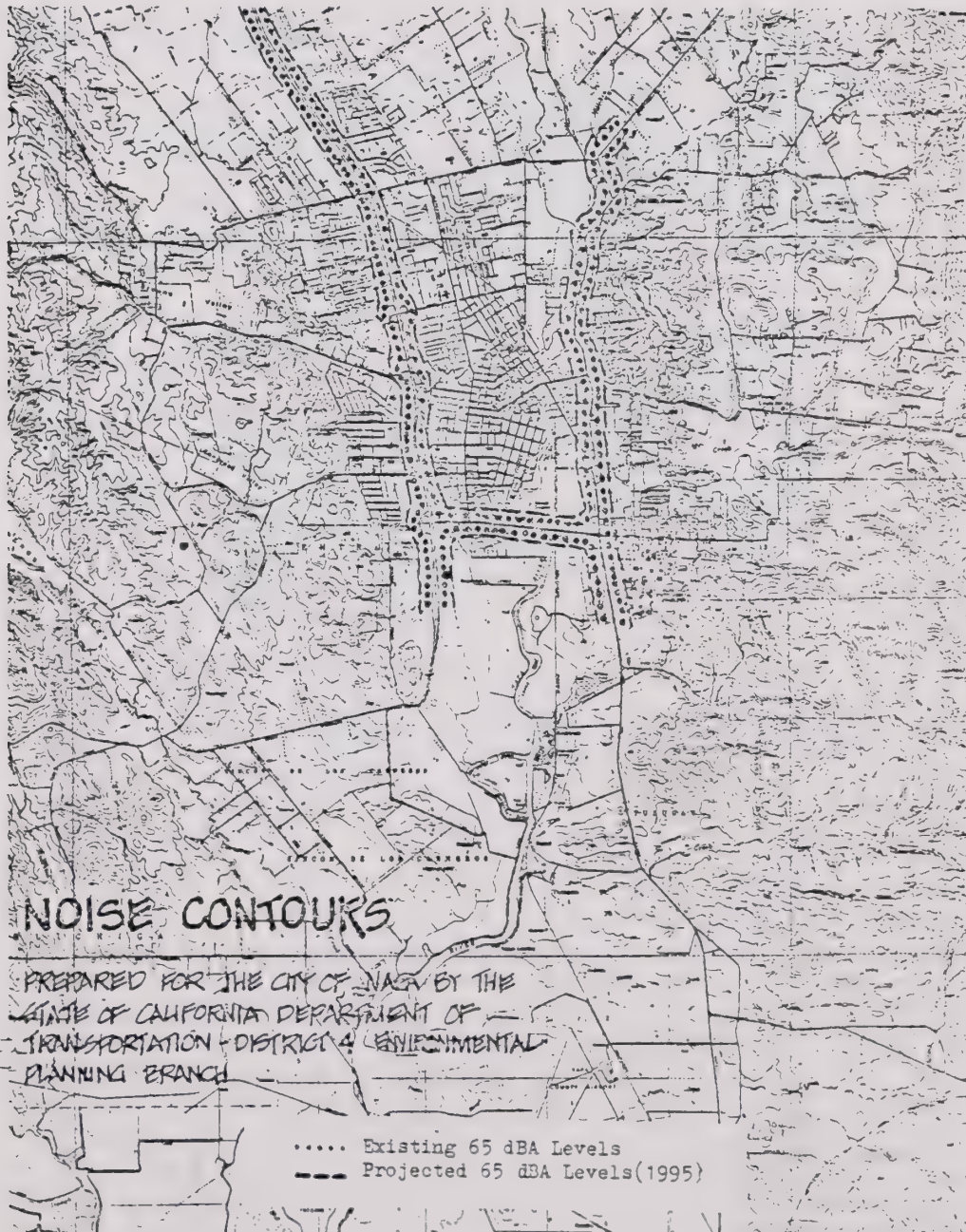
- | | | | |
|---|----------------------|---|---------------------------|
|  | Schools |  | Community Park |
| E | Elementary |  | Hilltop Park |
| EP | Elementary Parochial | J | Jefferson Park (Proposed) |
| ES | Elementary Site | K | Kennedy Park (Existing) |
| J | Junior High |  | Fire Station |
| H | High | | |
| HP | High Parochial | | |

IV. NOISE ELEMENT SUMMARY

The State of Government Code, Section 65302(g), requires that each City and County adopt a Noise Element as part of its General Plan. Pursuant to this requirement, the City Council of the City of Napa adopted the Noise Element to the Napa General Plan on August 26, 1975.

The Noise Element is related most closely to the Circulation, Land Use and Housing Elements, since it provides noise level standards related to the compatibility of land uses, of which residential use is a highly important component. The Noise Element is also closely related to the Open Space Element since noise can adversely affect the enjoyment of quiet pursuits in open space.

The following pages include a map depicting existing and projected noise contours along the State highways through the City of Napa, and the goals and policies adopted as part of the Noise Element.



RECOMMENDED NOISE GOALS AND POLICIES

Goals:

- A. Reduce noise from all sources to a level that does not jeopardize health, safety, and welfare.
- B. Establish procedures to minimize noise impact from possible future noise sources.
- C. Participate in programs to inform the public regarding the effects of noise, and methods of mitigating noise impact.
- D. Encourage state and federal governments to take necessary steps to reduce noise.

Recommended Policies:

1. Conduct a comprehensive noise survey of the City, measuring ambient noise levels as well as single events for all areas and land uses, and identifying all major noise sources.
2. Prepare and adopt a noise ordinance including the following:
 - a. Quantitative noise level standards for fixed sources, traffic noise, and for all zoning classifications.
 - b. Regulation of intensity and hours of operation of all noise sources.
 - c. Complaint procedures.
 - d. Fees and penalties.
 - e. Enforcement procedure.
3. Direct a department within the City to be concerned with noise problems.

4. Conduct an educational campaign including presentations, pamphlets, and news releases to inform the public of the effects of noise, enforcement mechanisms, and suggestions for reducing noise impacts.
5. Enforce the Motor Vehicle Code as it applies to excessive noise.
6. Enforce Building Code restrictions relating to noise.
7. Establish noise restrictions for projects involving possible noise impact or located in noise sensitive areas. Restrictions might include provision of sound attenuating baffles, screen, landscaping, walls, and whatever else is deemed necessary.
8. Require landscaping plans prior to approval of projects, in cases where there may be significant noise impact.
9. Evaluate design and construction of new buildings in noise sensitive areas to insure compliance with established standards.
10. Prohibit location of new noise sensitive uses, including residences, schools, hospitals, concert halls, etc., near major noise sources unless sufficient mitigating steps are taken.
11. Evaluate circulation patterns for new developments and take steps to discourage through traffic on residential streets.
12. Study the possibility of using diverters and other means of reducing through traffic noise in existing residential areas, and implement where feasible.
13. Lower speed limit on all residential streets to achieve acceptable noise levels.

14. Continue the program to synchronize traffic signals on major arterials to avoid unnecessary stopping and starting and resultant noise.
15. Consider noise level requirements on equipment purchased by the City, construction contractors on City projects, and other City activities.
16. Cooperate with Napa County to insure that noise sources in the County do not adversely affect the City of Napa.
17. Encourage state and federal governments to expedite development of noise control technology and legislation.

V. Open Space Element

- See adopted Open Space Element. (Planning Commission will review this element within the next two years to incorporate modifications made necessary by adoption of the revised General Plan.)

VI. Housing Element

- See adopted Housing Element - Phase II. (Planning Commission will review this element within the next two years to incorporate modifications made necessary by adoption of the revised General Plan.)

VII. Seismic Safety Element

- Currently under study by the Planning Commission.

VIII. SAFETY ELEMENT

There is a City of Napa Emergency Plan, established for the following purposes: 1) Provide a basis for the conduct and coordination of operations and the management of critical resources during emergencies; 2) Establish a mutual understanding of the authority, responsibilities, functions, and operations of civil government during emergencies; and 3) Provide a basis for incorporating into the City emergency organization non-governmental agencies and organizations having resources necessary to meet foreseeable emergency requirements.

This plan becomes operative by the existence of a State of War Emergency; when the Governor has proclaimed a State of Emergency in an area including the City; on the order of the Mayor or Director of Emergency Services, provided that the existence or threatened existence has been proclaimed in accordance with the provisions of the Emergency Services Ordinance of the City of Napa.

The Plan also specifies that the Director of Emergency Services is authorized to order the mobilization of the City emergency organization or any portion thereof as required to provide for increased readiness in the event of the threatened existence of an emergency and prior to the activation of the emergency plan.

In addition to activation of this emergency plan for a state of war, it would also be utilized in a major peace-time emergency such as the following:

- a. Earthquake
- b. Tsunami (seismic sea wave)
- c. Flood
- d. Fire
- e. Accident
 - (1) Transportation
 - (2) Industrial
- f. Civil disturbance
- g. Storm
- h. Pollution
- i. Epidemic

The Emergency Plan states:

"The potential for a major calamity increases with the continuing urbanization of previously unpopulated areas and with the advent of industrial processes which utilize hazardous materials.

The impact of earthquake, fire, and flood magnifies as more and more high-risk land is used to keep up with urban growth. The use of hazardous chemicals in industry and agriculture increases the potential for disaster. Transportation accidents can almost instantaneously produce mass casualties. Social unrest, although initially evidenced by non-violent strikes and demonstrations, can grow to major proportions and erupt into riots resulting in loss of life and destruction of public and private property. Each of these events can tax the resources of any single jurisdiction, requiring partial or complete mobilization of the emergency organization and the use of interjurisdictional mutual aid."

In the event of an emergency, the community will be alerted by appropriate warning signals as follows:

- 1) The Attack Warning Signal indicating an actual attack against this country has been detected. This consists of 3 to 5 minute wavering tone on sirens, or short blast on horns or whistles, repeated as often as deemed necessary.
- 2) The Attention or Alert Signal will be used at the option and on the authority of local government to provide warnings of an impending peacetime emergency. This consists of a 3 to 5 minute steady tone on sirens, horns or whistles, repeated as often as deemed necessary. This Attention or Alert Signal shall mean:

"An emergency situation exists or is imminent. Listen to your local or area radio or television station for essential emergency information."

The emergency organization is staffed by individuals from government and private agencies and skilled individuals and professional groups. Additional manpower is obtained by using volunteers and/or persons impressed into service.

Extensive resources are available to the emergency organization, including food supplies; water; temporary shelter in schools and other public buildings; several portable hospitals*

* The Packaged Disaster Hospital was adapted from the 60-bed Mobile Army Surgical Hospital (MASH Unit) which provided superior surgical care close to the front lines in Korea. Additional equipment and supplies were added to provide care for women and children and the bed capacity was increased to 200 beds to make fuller and more efficient use of professional hospital personnel. 182 of these packaged hospitals are now stored throughout the State. They are complete surgical hospitals equipped with the essential drugs and supplies necessary to care for 200 casualties.

to supplement existing facilities; transportation equipment; fuel; and other essential supplies.

Civil government, augmented and reinforced during an emergency, controls all critical and essential resources. There is also a provision for mutual aid between local, State and Federal governments.

In addition to declared emergencies, the City is well equipped to react to localized day to day emergencies such as fires, accidents, disturbances, et cetera with a well-equipped and well-trained Fire and Police Department, an expanded modern community hospital, and an up-to-date radio communication system.

Besides being prepared to react to emergencies, the community and local government have established many prevention and safety programs to enhance public safety. Included in this category are: (a) Defensive Driving Training, (b) Safety Committees, (c) a Weed Abatement Program, (d) a Home Inspection Campaign conducted by the Fire Department with the homeowners permission which covers 1/4 of the City each year or about 4,000 residences per year and the entire City within a 4 year period. In addition, at least every two years all commercial occupancies and public buildings are inspected for fire safety. (e) A Junior Fire Marshal program which includes giving 6 to 8 hours of fire and life safety instruction to all 5th grade students.

In its codes and ordinances the City has established many laws to protect public safety. Height, setbacks, and yard requirements are examples of these, as are zonal districts which separate residential from commercial and industrial uses.

In the last few years, there has been an increased effort to provide better traffic safety for pedestrians and vehicles. This includes monitoring dangerous intersections and devising ways to improve them. Recently, the Council has directed staff to prepare a plan that would increase the safety of bicycle riders, and appropriated \$30,000 as its share of a state project to construct a pedestrian-bike path bridge across Napa Creek at State Route 29.

As to existing hazards, Napa has no high hazard uses such as refineries, chemical or explosive manufacturing or storage. There are some oil bulk plants along the river below 8th Street. However, some have been discontinued and others are within the proposed river widening project. It, therefore, doesn't appear to be a long range problem.

At the present time, installation of liquified petroleum gas facilities (Butane-Propane) is prohibited within the City limits. Tanks that existed before adoption of the ordinance are permitted to continue.

Grass fires are a major hazard in a rural community. This hazard has been reduced by an effective weed abatement program.

In the future, every effort should be made to increase the sense of community security and well-being and to reduce adverse impacts of major safety hazards on the built and natural environments. This goal can be achieved through amendments to the zoning ordinance and fire prevention codes; through capital improvement programs; through subdivision design and site development regulations; and through review of all major public and private development proposals by the Fire and Police Departments.

Also assisting in meeting this goal would be the implementation of safety measures set forth in other elements of the General Plan such as the following: (1) a continuous network of pedestrian and bicycle paths; (2) increased security from alien traffic in older neighborhoods through redesign of intersections; (3) increased setbacks along major arterials for residential units; (4) mitigation measures relating to seismic safety set forth in the Seismic Element; (5) avoid vehicular conflict points along major streets by reducing access points to the extent possible through the use of low-traffic volume uses, back-on subdivision design, and joint driveways with on-site turn-around areas.

In addition, it is recommended that there be periodic tests of the emergency defense system in order to maintain its effectiveness.

IX. CONSERVATION OF ENERGY ELEMENT

There is evidence that consumption of energy resources is exceeding the supply. Recent shortages and governmental actions have stressed the need for voluntary action on the part of all citizens to try to reverse this trend. The goal of energy conservation is considered of such importance that the following are suggested as appropriate ways in which the community, both private and governmental sectors, can help to reduce needless consumption as much as possible:

- (1) avoid urban sprawl by concentrating urban densities and services within the RUL line
- (2) lessen dependence on the automobile for trips to work, to school and shopping areas by providing alternatives such as increased bus service
- (3) give high priority to the completion of a safe, continuous network of walkways and bicycle paths to encourage walking and bicycling
- (4) provide those touring the scenic Napa Valley and local points of interest with alternatives to the private automobile
- (5) provide the opportunity for small one acre convenience commercial centers in neighborhoods which lack commercial facilities
- (6) encourage the recycling of waste materials
- (7) explore ways to reduce excessive energy consumption in private and public buildings by giving greater attention to design and construction details that might lessen the amount of energy used for heating, lighting and air conditioning

- (8) avoid duplication of public and private assembly and parking facilities whenever possible
- (9) encourage use of energy conserving building materials in place of non-renewable resource materials like plastic, aluminum, glass wool and plastic styrofoam
- (10) encourage use of recycling materials such as fire resistant newspaper for insulation of new homes
- (11) encourage the utilization of the methane potential of the local sanitation plant at least to the point of heat generating and lighting for the plant itself
- (12) encourage larger street and park trees to provide more shade and consequently help to cool, air condition and cleanse the air of foreign particles
- (13) encourage experimental home designs which would lessen the consumption of energy

X. CIVIC DESIGN ELEMENT

The development of many cities in the path of metropolitan growth is a result of pressure, circumstance and convenience. The growth of Napa, on the other hand, has been and will be the consequence of people's finding in Napa a community of great beauty beyond the reaches of the metropolis. A community set in a lovely valley, a community which the residents can respond to and where they want to live. To the people of Napa, therefore, civic design should be of special importance. People ordinarily do not consciously study the civic design of a city, but evidence of their reactions to a beautifully designed city are found in the fame of the many tourist cities of the world, and in the wide reputation the City of Napa enjoys.

As Napa grows, the city can be made more beautiful, more livable and more enjoyable; or many fine features of the city can be hidden, blurred, or destroyed by oversight or by the lack of concern. New opportunities to beautify the city or create new ways to sense the beauty of its setting could simply go unrecognized. The purpose of this section is to point out the visual design aspects of the city which have been built into the General Plan. The most important reason for the city's developing these civic design features is that they will help make Napa an even more attractive place to live and work. Important by-products will be to reinforce basic land values and to encourage the visitor and recreation industry, which will become an increasingly important part of the city's economy.

Civic design has two general aspects. One is the broad aspect in which a person perceives the overall setting and character of the city and its organization. In this day of movement this aspect of the city is seen primarily from an automobile moving along the city's streets and freeways. The other aspect is the more detailed, close up view of the pedestrian as he strolls through the city's parks, along its riverbanks, past landmark buildings and through its plazas. The principal design features of the plan are treatment of the river

as the Napa River Linear Park; the skyline park on the west side of the valley which will provide a scenic look-out over the town and surrounding countryside--including views of the San Francisco metropolitan area; the fringe area scenic drives relating the city to its surrounding countryside; a special-district treatment of the historic parts of the city; a pedestrian oriented business district with unified design of its main shopping street, and a pedestrian mall, both focusing on a plaza where the two intersect; and a street tree program identifying major arteries.

Natural Features

The City of Napa lies astride the beautiful Napa Valley, with rows of hills lying along the east and the west. Visually the city reaches out to the horizon, encompassing whatever can be seen, whether it is a mountain enclosing the valley, or the expanse of marshland to the south with Mt. Tamalpais beyond. Meandering through the center of the city is the Napa River, along which the plan proposes the creation of a unique linear parkway as the principal design feature of the plan. The relation of the city to the valley can now best be perceived from the existing homes on the hillsides and from certain broad open spaces on the valley floor like the municipal golf course. In the plan one will be able in the future to see this setting from four proposed skyline parks overlooking central Napa, the Browns Valley area, the Congress Valley area, and the Coombsville area.

Entranceways

A person's first and most lasting impression of a city is gained while entering the city and moving through the city streets. The city must be concerned therefore with everything a person sees from the road. Napa has four principal entranceways--one from the south leading from Oakland through a basically urbanizing area--one from the southwest from San Francisco leading past the marshlands of the Bay, farmlands and rolling hills--one from the upper Napa Valley with its famous vineyards--and one through the mountains from Lake Berryessa. Each is radically different in character. Each has its own beauty and its own varying degree of

vulnerability from the standpoint of civic design. They all converge in central Napa. The General Plan shows each of these as a scenic corridor where people would get a dramatic and beautiful impression of the city's setting in the valley as well as of the city itself. From the automobile in motion one experiences a 20th century impression of the city which can be compared to a motion picture in contrast to a static photograph. The design considerations of the road therefore must be related to the speed of movement. Vista points become vista corridors. Views are longer and more sweeping, control of the signs and roadside development are more critical. The impression of the city becomes a sequence of events.

As an illustration of how this has been considered and developed in the plan, one can imagine a trip through Napa from Oakland to the vineyards of the Napa Valley. The south end of the planning area is Napa County's most natural location for industrial development. The approach to the city, however, would be along State Route 29. These views should be protected from interference by buildings or billboards.

As State Route 29 bends around the western base of the Suscol Ridge, the Napa Valley will open up in dramatic, panoramic fashion. The whole of Napa's lovely valley setting will be apparent giving a magnificent first impression of the city. The southern river crossing for State Route 12 will provide the same valley panorama plus a sweeping view to the Bay and to the hills on the west. From the scenic rest stop location on the north side of this ridge, a view will capture a sense of the green belt concept proposed in the plan including the greenery of the municipal golf course, Napa College and the hospital, the Napa River Linear Park, and proposed recreation uses on both sides of the riverbank.

Moving north on State Route 29, the open tree covered hills attract the eye. Access to the downtown would be available by way of the crosstown arterial at First Street. North of the business district the highway continues past tree enshrouded residential areas and emerges in the green belt on the north side of the city composed of vineyards, orchards, and grazing lands.

Man-Made Features and Landmarks

The design of a city with the beautiful natural features of Napa tends first to try to capture and accentuate its setting. The more architectural and urban aspects of the city design likewise add to the enjoyment and livability of the city. The plan envisions carefully planned relationships between buildings and, in turn, their relation to their sites. As an example, the new County Center will not only have a setting which relates it to the river, but it will be on the axis of the parkway pedestrian mall, the city's future principal business focus. The attention of people entering downtown from the east on Third Street will be focused directly on the present courthouse. A similar focus created by a bend in First Street should be capitalized on to give prominence to City Hall in its further expansion. First Street is planned to be redesigned partly as a pedestrian street blending the varied facades of a typical street scene with the modern facades of the new commercial buildings on the parkway mall. A pedestrian plaza is located at the intersection of the parkway mall and First Street. From the plaza one will look east to the river, north to the mall, south to the County Center and west to the First Street semi-mall. The plan for the central area envisions the preservation of many historic buildings in the area and the creation of a landscaped historic precinct to set them off. In some cases new street construction has been shown in such a way that the street will focus on an historic building. In this way the handsome old buildings of Napa are valuable not only for their cultural heritage and individual beauty, but for the important effect they have on the design of the city as a whole.

The plan envisions a special street tree planting program to give prominence to certain major thoroughfares. The old Ox Bow area of the river is planned as the focal feature of a new high-density, planned residential sector. All of the central area has been designed to focus on the river. Near the center of this area at First and Main Streets, there is a clock tower which provides a landmark feature. The plan for the central area of the city has been designed as an attractive, intensive, highly urban environment where people can enjoy the city, focusing on a river recaptured for recreation and beauty.

Recommendations

There has been a recent wide awakening to the need of creating a quality environment for American cities. This can only result from conscious attention both to the kind of conceptual ideas described above, and to the details of their execution. It is recommended that careful review be made by the city of all public construction to insure the capturing of all the potential design advantages. This should extend to all agencies such as the Division of Highways and the Corps of Engineers, both of which will be making immense public investments in the city. Equal attention should be given to eliminating possible adjacent private activities which could negate the public efforts. Examples would be a billboard placed in such a way as to usurp the area of a carefully planned vista, or a power line along a new landscaped freeway. The city should initiate architectural review and sign control in strategic areas of the city while simultaneously encouraging privately sponsored quality design on non-public buildings.

IMPLEMENTATION OF THE REVISED GENERAL PLAN

Once the General Plan is adopted, various means are available to implement or carry out the plan. These include zoning, subdivision review, urban renewal, capital improvement programming and mandatory referral.

(1) Zoning

One of the first steps in implementing the General Plan is the rezoning of properties not in conformance with the adopted plan. For instance, if a property is currently zoned commercial and in the new plan it is proposed for multi-family development, the City will initiate said rezoning from commercial to apartment zoning. At public hearings before the Planning Commission and City Council, comments from the property owners or adjacent residents would be considered and adjustments could be made as long as they were compatible with the overall intent of the General Plan to protect the public health, safety and welfare and enhance the livability of the community.

Another zoning action normally initiated by the City would be to amend the zoning text to carry out such General Plan goals as reducing densities in the multi-family and townhouse zonal districts.

(2) Subdivision Review

Processing of subdivision maps by the Planning Commission and City Council affords an opportunity to achieve lot sizes, circulation patterns and park spaces which are deemed appropriate for a given area and which are compatible with the goals of the General Plan. Extreme care should be taken to insure that all alternatives are explored during the subdivision design process and that the project meets all of the goals related to housing, open space and environmental concerns.

(3) Urban Renewal

Urban Renewal occurs as a normal function of growth. This renewal can take many forms such as clearance of a delapidated building or area; rehabilitation of sound but deteriorating structures or areas; reconstruction of City streets; and the rebuilding of private and public structures. An example of the latter is the approved replacement of the Shearer and Lincoln Elementary Schools to meet current earthquake standards. Renewal can be accomplished by the public or private sector, and under some circumstances through the partnership of both.

It is natural that a significant amount of renewal will take place in the downtown area as it expands to accommodate a modern regional commercial, financial and administrative center. This is also an area of some of Napa's oldest buildings. As the old gives way to the new, it is important that the community reach agreement on how much of the past should be preserved. While it is not practical to rehabilitate all of the older structures, it is possible through a program of zoning and rehabilitation, to preserve many of the structures that are historically or architecturally unique. It may be necessary, in some cases, to set aside public funds for this purpose.

There may be areas beyond the downtown area that will be in need of renewal prior to the year 2000. These projects should only be undertaken after thorough studies and public hearings to assure that the renewal activity is compatible with community goals. One such project might be the closing of some street intersections in the older residential areas to reduce alien traffic through the area in an effort to assure the same peace and quiet and low traffic volumes that the Planning Commission attempts to achieve in new subdivisions.

(4) Capital Improvement Programming

Many capital improvements will be needed by the year 2000. Among others, these will include expansion of City and County governmental facilities, street and bridge construction, park acquisition and improvements, at least one additional fire station and selected storm drain projects. The General Plan acts as a guide in the annual preparation of a detailed capital improvement program. This program establishes priority of public funding for needed projects. The Planning Commission has the important responsibility of assisting in the preparation of the capital improvement program and reviewing all projects for conformance with the General Plan.

(5) Mandatory Referral

Mandatory referral is the procedure by which the Planning Commission reviews public land purchase of Development programs for conformity with the adopted General Plan whether such actions have or have not previously been included in a capital improvement program. This important procedure, provided for in the State Planning Act, enables public improvements to proceed in accordance with the Plan and helps to eliminate conflicts between proposals by various City or County departments. It is recommended that the City adopt a policy of requiring the mandatory referral of projects to the Planning Commission. It is extremely important that the Planning Commission be consulted early in all project planning to make mandatory referral effective.

In addition, in the areas designated "green belt" lying beyond the 18 square mile urban area, it is recommended that uses compatible with the Green Belt Concept only be permitted if the project has received approval by the City Council, County Board of Supervisors and the Local Agency Formation Commission. Single family

lots of record including the creation of any lot with a minimum size of 20 acres would be exempt from this policy. Occasionally when economic stakes are high, developers will play one agency against another to obtain their goal. This provision would help prevent such a situation and help to assure the continuing integrity of the General Plan over the years.

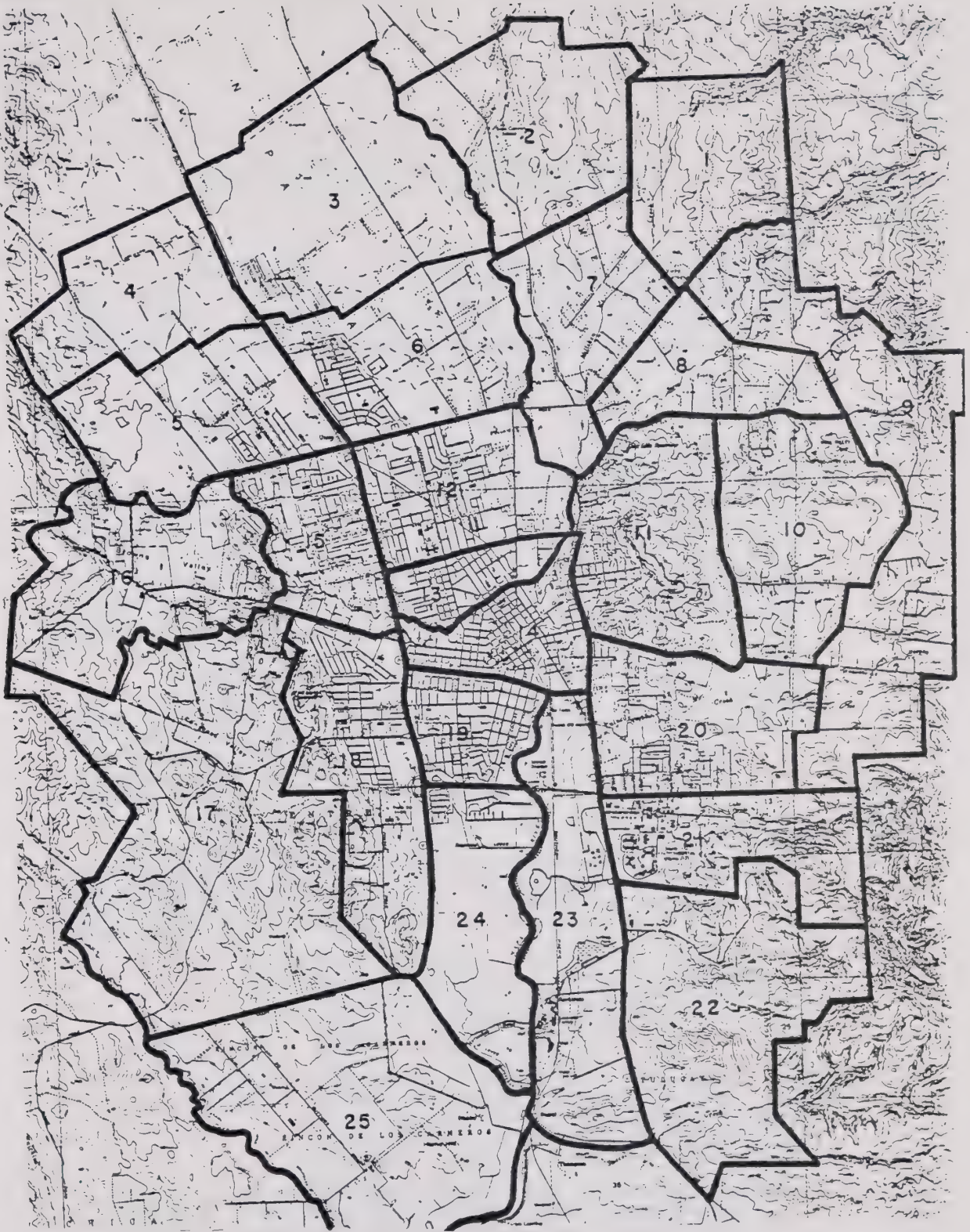
ADDENDUM TO GENERAL PLAN

THE FOLLOWING REPRESENTS MODIFICATIONS BY THE CITY COUNCIL TO THE REVISED GENERAL PLAN DOCUMENT ENTITLED "THE REVISED GENERAL PLAN FOR THE CITY OF NAPA 1974 (A REVISION TO THE 1968 PLAN)" AS RECOMMENDED TO THE CITY COUNCIL BY THE PLANNING COMMISSION ON JANUARY 2, 1975 AND AS REVISED BY CITY COUNCIL ACTION ON AUGUST 26, 1975.

<u>Appellant or Owners</u>	<u>Assessor's Parcel Number or the General Location</u>	<u>Existing Zoning</u>	<u>Planning Commission Recommendations</u>	<u>City Council Action</u>
Owners of affected land	5-132-1 and 2; 5-171-1,2,3,4,5 and 6; and 5-180-4 and 5	M	R-3	Leave M
Clark Beck	5-163-8	R-3	R-1	Leave new R-3
Cliff Alexander	5-051-25	R-3	R-1	Indicate R-2
Paul Miersch	42-312-15 and 42-312-16	C-1	R-1	Leave C-1
Harold Webber	35-172-4 and 35-172-24	O-R	R-1	Leave O-R
Randy Callahan	44-281-3 and 44-281-4	R-3	New R-3	R-3:B2.0
Walter Libby	44-190-36	C-1	R-UTH	Leave C-1
John Hoffmire	38-120-18	R-1(20 Lots)	R-1(12 Lots)	R-1(20 Lots)
Randy Callahan	38-090-22	R-3B3.0	R-1	R-3:B3.0
Anthony Koral	6-141-11 and 6-141-12	M	C-L	Leave M
Area Residents	Lewis Ranch	County	Include in RUL Line	Exclude from RUL Line
Owners of affected land	Stanley Ranch	R-1	Exclude from RUL Line	Include in RUL Line*
Paul Tyrrell	1-193-17	R-3	R-1	Leave new R-3
Lowell Black	6-146-2,3,6 and 7	C-3	R-3	Leave C-3
Nina Counter	44-190-30 and 44-190-34	R-3	R-UTH	Leave new R-3
United Pentecostal Church	4-081-07 and 4-081-08	R-1	R-1	Indicate R-2:B5000

*Designated Planned-Community (P-C) with density of 300 units allowed above Flood Plain

NOTE: In response to several owners of commercial land who were concerned about their area being shown as residential on the General Plan, the Council requested and the staff prepared a map indicating properties which would remain commercial under the new General Plan and those which, after further studies, might be downzoned to uses recommended by the Revised General Plan. This map is on file in the office of the Department of Planning and Community Development.



PLANNING AREAS

- | | | |
|----------------|---------------------|------------------|
| 1. Silverado | 10. Country Club | 19. Shearer |
| 2. Soda Canyon | 11. Alta Heights | 20. Coombsville |
| 3. Salvador | 12. Beard | 21. Hospital |
| 4. Dry Creek | 13. Lincoln | 22. Suscol Ridge |
| 5. Linda Vista | 14. Central Napa | 23. River East |
| 6. Crescent | 15. Pueblo | 24. River West |
| 7. Milliken | 16. Browns Valley | 25. Carneros - |
| 8. Sarco | 17. Congress Valley | Home Hill |
| 9. Foothills | 18. Foster | |

RESOLUTION NO. 75-242

RESOLUTION OF THE CITY COUNCIL OF THE CITY
OF NAPA ADOPTING A REVISED GENERAL PLAN

WHEREAS, the City Council did in regular meeting fix the 10th day of March, 1975, in the Council Chambers, City Hall, Napa, California, at the hour of 7:30 o'clock p.m., as the time and place when and where said Council would hold a public hearing on said proposed Revised General Plan as required by law; and

WHEREAS, notice of said public hearing was given in time, form and manner as provided by law; and

WHEREAS, said public hearing was duly and regularly held on the 10th day of March, 1975, duly continued to the 1st day of April, 1975, duly continued to the 15th day of April, 1975, duly continued to the 29th day of April, 1975, duly continued to the 6th day of May, 1975, duly continued to the 29th day of May, 1975, duly continued to the 12th day of June, 1975, duly continued to the 17th day of July, 1975, and further continued to the 22nd day of July, 1975, at which time the public hearing was closed. Further discussion ensued on the 26th day of August, 1975.

WHEREAS, the City Council finds that the EIR on the Revised General Plan (G-EIR-11) is adequate and in compliance with the California Environmental Quality Act (C.E.Q.A.) and the State guidelines, and that the Revised General Plan will have a significant effect on the environment but that the benefits of the Revised General Plan outweigh the adverse impacts resulting from the Revised Plan.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Napa by a majority vote, that the Revised General Plan of the City of Napa, as submitted by the Council at said hearings be, and it is hereby adopted as the Revised General Plan of the City of Napa. Said Revised General Plan consists of the following documents and maps:

1. Map - "Revised General Plan for the City of Napa" as recommended to the City Council by the Planning Commission on January 2, 1975, and as revised by City Council action on August 26, 1975.
2. Text - "The Revised General Plan for the City of Napa 1974 (A Revision of the 1968 Plan)" as recommended to the City Council by the Planning Commission on January 2, 1975 and as revised by City Council action on August 26, 1975.


BE IT FURTHER RESOLVED that the action taken shall be recorded on the maps and documents above mentioned by the identifying signatures of the Mayor and the City Clerk of the City of Napa.

I HEREBY CERTIFY that the foregoing resolution was duly and regularly adopted by the City Council of the City of Napa at an adjourned regular meeting of said City Council held on the 26th day of August, 1975, by the following roll call vote:

AYES: Searcy, Jones, Chew and Bolin

NOES: Gore

ABSENT: None

ATTEST: 
ACTING CITY CLERK OF THE CITY OF NAPA

INTER-OFFICE MEMO

To THE PLANNING COMMISSION

From J. MICHAEL JOELL, Principal Planner

Subject GENERAL PLAN IMPLEMENTATION

Date August 29, 1975

On August 26, 1975, the City Council adopted the Revised General Plan (see attached Resolution). While the Plan was substantially the same as recommended by the Planning Commission on January 1, the Council did make some changes in the Land Use Map and Text as follows:

MAP:

- a) The Residential Urban Limit (RUL) Line was modified to exclude the Lewis Ranch Area and to include all areas within the existing City Boundary.
- b) Sixteen (16) parcels were amended to reflect densities greater than recommended by the Planning Commission. These are listed by Assessor's Parcel Number and described in an addendum to the Plan (see attached).

TEXT:

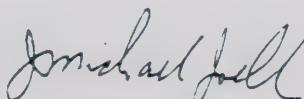
- a) The recommended policy concerning development of hill areas with slopes greater than 15% was modified from a limitation of 5 to 20 acre lot sizes on such land, to 5 acre lots by right, but if approved after a full EIR and public hearings before the Planning Commission and City Council, additional units could be permitted up to a maximum of 1 unit per acre.
- b) The circulation element was amended as follows:
 1. Crosstown Freeway to be indicated as "under study".
 2. Jefferson Street between Stockton Street and Imola Avenue from four lane major to Type D - two lane major.

One of the functions of the Planning Commission is "To review, evaluate, and recommend for adoption specific plans which are designed to effectuate and implement the General Plan", (Article II, Section 2 of Napa City Planning Commission By-Laws). The Plan is now back in the hands of the Commission for implementation.

While the General Plan is implemented in a variety of ways such as by action of local government through capital expenditures, public works funding, Redevelopment and Housing Authority programs, subdivision controls and annexation policies, the primary implementation device is zoning. The State Law requires that zoning be brought into conformity with the General Plan within a reasonable period after adoption of the Plan (see staff report on conformity). There are two types of zoning action. The first is amendment of the zoning text to establish the type of density and uses desired in each zonal district. Once these revisions are accomplished, rezoning of specific parcels can proceed.

It is my opinion that it will require about three months to accomplish text changes, and about nine months for specific parcel rezonings, based on our experience with the 1968 Plan rezonings for conformity. This assumes two rezoning hearings a month and review of 25 to 50 parcels per hearing.

In the meantime, to prevent development inconsistent with the General Plan, it is necessary to extend the General Plan Conflict Ordinance for a second year. This proposed extension is on the Planning Commission Agenda for public hearing at the September 3 meeting. It is recommended that some time be set aside to discuss the approach and scheduling of rezoning hearings to implement the General Plan.



J. MICHAEL JOELL
Principal Planner

Seismic Safety Element

SEISMIC SAFETY ELEMENT

Adopted by the Planning Commission May 19, 1976
Adopted by the City Council July 6, 1976 by Resolution #76-123A

The Seismic Safety Element identifies seismic hazards and discusses strategies to minimize those hazards through planning techniques.

GOAL

Minimize danger to life and property from potential environmental hazards. More specifically, reduce to a minimum, the loss of life, disruption of goods and services, and destruction of property associated with an earthquake.

OBJECTIVE

The City shall require that all development take appropriate measures to protect public health and safety.

ACTION POLICY

The City shall take action to minimize the effects of potential hazard through special development constraints.

STANDARD

Require general geologic investigation for the following general types of uses to be included in the environmental impact report or assessment.

- * Planned Communities
- * Subdivisions
- * Community/Regional Shopping Centers
- * Major commercial office centers
- * Major Public Facilities
- * Major Public Utilities
- * Major Transportation Linkage
- * Any Facility Critical to Emergency Response
- * Major Industrail Developments

Require general geologic investigation for any development (of five or more units, if residential) on an area of 15% slope or within 660 feet of an active fault.

If general geologic investigation so indicates, perform detailed geologic investigation of site.

If detailed geologic investigation confirms existence of seismic hazard, the City has the option to require special

earthquake resistant features or use limitations as is appropriate to the specific case.

The City has adopted and will comply with the current editions of the Uniform Building Code and California Health and Safety Code concerning abatement of Dangerous Buildings and Earthquake Protection.

ACCEPTABLE RISK

The City shall consider projects undertaken which have undergone the above review and complied with all applicable codes, including Building Codes and Subdivision requirements as being an acceptable risk.

BACKGROUND OF CONDITIONS IN THE CITY OF NAPA

Topography

The City of Napa is located in a 35 mile long, northwest trending valley in the Coast Range. The valley was formed by regional folding and faulting, and is bounded on the east by the Howell Mountains (1,500 feet) and on the west by the Mayacamas Mountains (2,000 feet). Elevations in the Napa area range from under 5 feet to over 140 feet on the valley floor. In the eastern and western upland portions of this area elevations locally exceed 600 feet. Slopes on the valley floor are generally less than five percent while those in the uplands commonly range from five to thirty percent. Locally, slopes, in excess of seventy percent occur (U. S. Geological Survey, 1972).

Bedrock¹

Bedrock in the Napa area is made up of tuffs, breccias, agglomerates, and flow rocks belonging to the Sonoma volcanics. These materials underlie the alluvium of the valley floor (Weaver, 1949) and crop out in the upland areas on either side of the valley. Immediately to the west of these rocks are found mudstones and siltstones belonging to the Great Valley Sequence. These materials underlie much of the western upland portion of the City. Also present in this area are sandstones belonging to the Domingine Formation.

Surficial Deposits¹

The chief surficial deposit in the City of Napa is alluvium. This material covers not only the floor of the Napa Valley itself but also portions of the floors of Browns Valley and many of the smaller canyons (See Figure 1). This blanket of unconsolidated materials ranges up to 500 feet thick and is made up of complexly interfingered bodies of marsh, fluvial, and alluvial fan materials. The marsh deposits consist of possibly expansive, highly corrosive, highly compressible clays known as "Bay Muds".

¹Fox, et al., (1973) was used as the basis for this paragraph.

The bodies of fluvial and younger alluvial fan material are made up predominantly of clays, and fine sands. Gravels become more abundant toward the hills. The clays present in these deposits could be somewhat compressible while the sands and silts involved are likely to be locally highly susceptible to liquefaction. The older alluvial fan materials are composed chiefly of weathered coarse sand and gravel. These materials are not likely to be very susceptible to liquefaction (City of Napa Planning and Community Development Department Seismic Safety Element EIR Draft, 1975).

Soils¹

There are four basic soils groups in Napa. The first is made up of organic and mineral soils and is found mostly in the southern part of the City (i.e., south of Imola Avenue) in those areas underlain by recent marsh and fluvial deposits. These materials are possibly expansive and probably are highly corrosive and compressible.

The second group is composed of loams and clay loams. These cover the fluvial and younger alluvial fan deposits throughout the bulk of the City. Little published data appears available on the physical properties of these soils. However, information in HUD (1974) suggests that they are highly compressible but non-expansive.

The third group is made up of loamy soils with a dense clay subsoil. They appear to cover the older alluvial fan deposits.

The final group is comprised of shallow, stony, loamy soils. These materials are found in the upland areas underlain by volcanic rock. The soil cover in the other portions of the upland area was not specified. No published data appears available on the physical properties of this or the preceding group of soils.

Several of the physical properties of these foundation materials could pose hazards to some project elements. Placement of improvements on expansive foundation materials, for example, could lead to cracking of pavements, sidewalks, pathways, slab foundations, wall finishes and annoying sticking of doors and windows. Such potential problems may be eliminated in several different ways. These include: lime treatment of expansive soils, removal and replacement of such soils, and use of special foundation designs. The burial of sprinkler systems and water and sewer lines in

¹Extensive use was made of the information presented in Army Corps of Engineers (1975).

corrosive foundation materials may also pose problems; if untreated steel is used, rapid deterioration and leakage will occur after only a few years. This hazard can be eliminated through the use of special pipe materials or coatings. Placement of any improvements in areas underlain by compressible foundation materials may lead to settlement and consequent damage similar to that produced by expansive foundation materials. In addition, sagging of walls, and pavements, tilting of structures, and vertical off-setting of brick walls and pavements may result. These hazards can be eliminated by removing the compressible materials or by surcharging with fill prior to construction.

Geomorphic Processes

In some areas, landslides are a major threat to development. The area where the potential for sliding is greatest is in those portions of the western upland region underlain by materials belonging to the Great Valley Sequence and the Domengine Formation. In addition, the very steep area on the eastern flank of the western hills cut by traces of the west Napa Fault appears slide prone.¹ Landslide hazards and mitigation measures should be evaluated on a site-by-site basis by a qualified engineering geologist.

Faults and Seismicity

Four recognized faults (one with several unnamed branches) pass through Napa (See Figure 2). The State of California (Jennings, 1973) and the U. S. Geological Survey (Fox, et al, 1973) feel that movement has occurred on portions of two of these (i.e., the West Napa and Soda Creek Faults) in the last two million years. However, no evidence of movement during the last 200 years has been recognized. The City of Napa Fourth draft Seismic Safety Element (City of Napa Planning and Community Development Department, 1975), suggests that both these and the other two faults be treated as possibly active until further studies are done. Possible ground rupture along these faults could pose a significant hazard.

There are at least five other faults in the region that could reasonably be expected to produce damaging levels of ground shaking within Napa.² These are the Green Valley

¹These conclusions were based on two studies: Fox, et al., (1974) and City of Napa Planning and Community Development Department (1975)

²This conclusion is based on the maximum projected credible earthquakes on these faults and the earthquake shaking attenuation data presented in Page, et al (1972).

Fault (five miles to the east), the Concord Fault (18 miles to the southeast), the Hayward Fault (21 miles to the south), the Healdsburg-Rogers Creek Fault (13 miles to the southwest), and the San Andreas Fault (33 miles to the southwest) (Brown, 1970; Jennings, 1973).

During the past 170 years, eleven to fifteen earthquakes have shaken the Napa area with enough force to cause potential damage ranging from broken windows and cracked plaster to partial collapse of some unreinforced masonry structures (California Division of Mines and Geology, 1972). In addition, three greater earthquakes (1891, 1898, and 1906) have rocked this area hard enough to destroy or severely damage most masonry structures and even some well-constructed wooden ones.¹ It is anticipated that during the effective life of the proposed improvements one major earthquake (7+ on the Richter scale) and several moderate earthquakes (5 to 7 on the Richter scale) will occur within the confines of the San Francisco Bay Region.²

Seismic shaking may also produce damage indirectly through induced ground failures including sliding in the upland areas, rapid settlement throughout the portions of the City underlain by fluvial and younger alluvial fan deposits, and lurching and/or lateral spreading in the lowland areas along the creek and river channels. These hazards and potential mitigation measures should be evaluated on a site-by-site basis by a qualified engineering geologist.

Dams

Failure of a dam could be one of the most catastrophic results of an earthquake. Vigorous efforts by appropriate State agencies working in this area must be made to ensure that such an event will not occur. The State has jurisdiction over all non-federally owned dams in California of greater than six (6) feet in height that store fifty (50) or more acre-feet of water and of twenty-five (25) or more feet in height that store more than fifteen (15) acre-feet of water.

The State Office of Emergency Services is charged with the responsibility of ensuring that operative contingency plans for areas below dams are available in the event of damage to any dam, regardless of ownership. In 1974, the City of Napa completed inundation maps and calculations for Conn Dam and Milliken Dam. These inundation maps are included here in generalized form as Figures 3 and 4.

¹This conclusion is based on the data presented in Page, et al (1972).

²This conclusion is based on the earthquake recurrence data presented in Rice & Strand (1971), Steinbrugge (1967), Tudor (1973), and Woodward-Clyde Consultants (1975).

IMPLEMENTATION POLICIES

The City shall:

1. Adopt and enforce the Uniform Building Code and rehabilitation procedure utilizing recommendations for mitigating seismic hazards
2. Conduct a research program, when possible to, through field investigation ascertain more refined boundaries of seismic problem areas
3. Incorporate seismic review into the requirements of the environmental impact review process
4. Encourage and review efforts for a regional Seismic Safety Plan
5. Require detailed site studies to ascertain the potential for seismic hazards for facilities which are critical in an emergency. These facilities include, but are not limited to:
 - * Hospitals
 - * Police and Fire Stations
 - * Municipal Government Centers
 - * Transportation Linkage
 - * Major Public Utilities
(Electrical, Water Facilities)
 - * Designated Emergency Centers
6. Encourage individual citizens to establish "family emergency disaster plans"
7. Maintain a data bank of all geologic data that is filed with the City
8. Act immediately to mitigate potential seismic problems if an active fault is discovered in the City

FIGURE 1 BAY MUD (Qbm) AND HOLOCENE ALLUVIUM (HA) (Source: USGS, BDC #54 and #56)



FIGURE 2 FAULTS

(Source: USGS, BDC #56)



FIGURE 3 MILLIKEN DAM INUNDATION MAP (Source: Kingman Engineers)

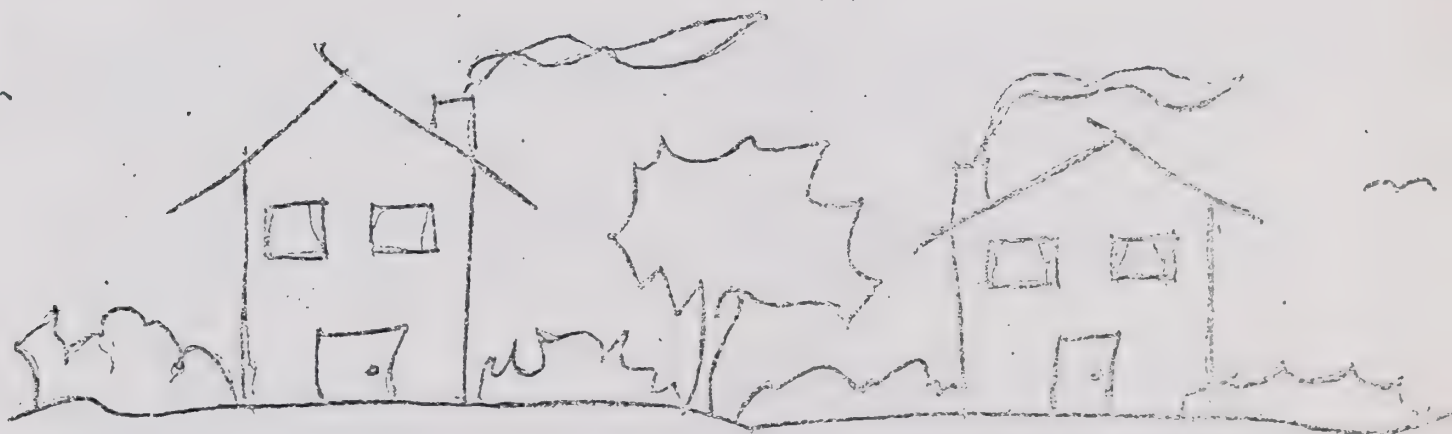


FIGURE 4 CONN DAM INUNDATION MAP (Source: Kingman Engineers)



HOUSING ELEMENT

of the City of Napa 1975 General Plan



PREPARED BY THE CITY OF NAPA HOUSING COMMISSION
WITH ASSISTANCE FROM:

- CITY HOUSING AUTHORITY STAFF
- CITY PLANNING DEPARTMENT STAFF
- PRIVATE SECTOR HOUSING TECHNICAL COMMITTEE
- NAPA CITY PLANNING COMMISSION
- MEMBERS OF THE REAL ESTATE AND DEVELOPMENT COMMUNITY
- INTERESTED INDIVIDUALS

Department of Planning
and Community Development
August, 1977

Adopted by the Napa
City Council on
February 28, 1978

Dear Interested Citizen:

The Housing Commission is pleased to present for your consideration the Revised Housing Element to be included in the 1975 General Plan. The Commission began work on this document in July of 1976 and has spent considerable time since then meeting with all interested segments of the local community.

The document has been designed to place special emphasis on those areas in the field of housing which we felt are most critical in Napa today. The issue of affordability has been of major concern to the Commission and we feel that the goals and objectives which we have outlined here will serve as a philosophical foundation for the City in alleviating the scarcity of moderate income housing.

It is important to point out that a Housing Element is not a "How-To" cookbook for solving housing problems but rather definitive goals and objectives which provide a framework for action by all segments of the community related to housing.

If you have any concerns or questions, we would encourage you to appear at the Public Hearings to be scheduled by the Planning Commission and the City Council during the next two to three months.

We would like to take this opportunity to thank all the many individuals in the community and especially the staff of the Housing Authority and the members of the Housing Technical Committee for their assistance and input into this document.

Sincerely:

A handwritten signature in dark ink, appearing to read 'Helen Dunlap', with a stylized flourish at the end.

Helen Dunlap
City of Napa
Housing Commission

PREFACE

The City of Napa adopted its first Housing Element as part of the City of Napa General Plan, adopted November 12, 1968. The plan was amended July 16, 1973 to include a new set of goals and implementation measures entitled "Housing Element - Phase II". Many of the goals established at that time are still applicable and consequently are incorporated into this document. Others have been added as a result of new attitudes expressed by the electorate in the plebiscite vote of November, 1973, and subsequent elections. Several recommendations set forth in previous plans never came to pass because there was no action plan to provide for their implementation--a shortcoming which this document hopes to avoid by the inclusion of specific actions required to carry out the community goals set forth herein. Some housing problems that were addressed at that time have changed in nature, thereby nullifying several previous recommendations. Other stated problems have since been solved or a mechanism has been set up for their solution. Positive steps taken by the City of Napa in the past eight years to address local housing problems include the following:

1. Establishment of a Housing Authority which now provides rental assistance to 230 families. While it is difficult to anticipate what changes in housing programs may be forthcoming from Washington D.C., it is anticipated at this time assistance will be provided for an additional 500 to 600 families within the next three to five years.
2. Assignment of Housing and Community Development Act funds in the amount of \$1,000,000 to a new non-profit housing corporation called "Housing Association for Napa Development" or H.A.N.D. primarily for use in a voluntary housing rehabilitation program. The Target Area includes the older section of town bounded by

Highway 29, Pueblo Avenue, Silverado Trail and Spruce Street. It is estimated that H.A.N.D. will make approximately 187 loans within the next three years which will be for the rehabilitation of renter and owner occupied housing.

3. Amendments to zoning codes to allow for well-designed apartments, townhouses, patio homes, and zero lot line development. This has contributed to providing a variety of housing for the community and increased amenities for residents of the projects.
4. Creation of a seven-member City Housing Commission to assist the Council and the Housing Authority to achieve the Housing Goals of the community, monitor the housing stock and recommend new housing policies when appropriate.
5. Establishment of an ordinance to protect and preserve structures of historical or architectural significance and creation of a Landmarks Preservation Advisory Board to help carry out the purposes of the ordinance. In addition, \$20,000 was set aside for a comprehensive City-wide Inventory of Architectural and Historical Resources which will form the basis of a proposed Historical Preservation Element in the City of Napa General Plan.

The current document reflects continued interest by the community in meeting Federal, State and Community Housing Goals. It is based on goals and projections set forth in the 1975 City of Napa General Plan. It also includes refinement of goals and implementation measures to accommodate current community needs and desires, as well as a schedule for meeting these needs over the next five years. It is intended to review the Housing Element annually and a thorough review and public hearings every five years.

This Housing Document is prepared in response to Section 65302 of the Government Code and Section 41134 of the Health and Safety Code requiring that all cities (and counties) include, as a mandatory component of their general plans, a housing element which consists of standards and plans for the improvement of housing and for provision of adequate sites for housing and which makes adequate provision for the housing needs of all economic segments of the community. The State Housing Element Guidelines (as revised April 24, 1977) were utilized in the preparation of this proposed Housing Element.

HOUSING ELEMENT PURPOSE

Much of the housing in the United States has been constructed, sold and managed by the private sector, and to a lesser extent, has been financed by private or conventional money. The United States Government, as well as individual State governments, recognized many years ago that the private sector was unable to provide housing for a large portion of the population without some governmental assistance. Declaring that a decent house and living environment for all citizens was essential to the national welfare, Federal and State programs were instituted insuring loans to allow smaller down payments, lengthening mortgages to provide for smaller monthly house payments, and subsidizing interest rates on certain types of housing. To assure better quality housing, Building Codes were established, and financial assistance provided to improve and rehabilitate existing housing. For low-income households, the government provided subsidy programs for rental and ownership assistance in housing units owned and operated by public agencies and in privately owned dwellings. Legislation was passed allowing State and Federal tax deductions for certain housing costs, and at the local level, property tax exemptions were allowed homeowners which resulted in lower monthly payments.

These programs have brought about improved housing conditions for many people throughout the country. However, a substantial portion of the population is still unable to obtain adequate, affordable, and decent housing within a suitable environment. If this problem is to be properly addressed, it is essential that there be continued research into better methods of solving housing problems, continued governmental housing assistance, continued cooperation between government and the private housing industry, and continued dedication to the task of achieving the national goal.

While it is obvious that some solutions to the housing problem are beyond local control, there are some actions which can be

undertaken locally that will expand housing opportunities for low, moderate, and middle-income households, and help to improve the quality of housing and of the residential environment in all neighborhoods. These actions include continuation and expansion of government funded rental and ownership assistance programs, code enforcement programs, private and public rehabilitation efforts, and city-funded neighborhood improvement programs; continued review of land use controls with modifications as appropriate to carry out housing goals; annual monitoring of the housing stock to assure General Plan goals are met; and, increased awareness and understanding of the housing delivery system by all parties, and especially consumers whose comfort, health and welfare can be greatly affected by housing decisions made by government and industry.

The City of Napa Housing Element sets forth goals and implementation measures intended to address the housing needs and problems of the community in a manner acceptable to the citizenry. It also provides a framework for achieving those goals in a timely and orderly fashion. This document is an expression of a local commitment to act in a progressive fashion to utilize the resources of the community, both private and public in order to meet the challenge of providing decent, affordable housing in a pleasant environment for all City residents. In the process of achieving these housing goals, it is the intent of the City Council that no land shall be taken by eminent domain.

DEFINITIONS

1. "Decent Housing":
 - a. is structurally sound, water-tight and weather-tight, with adequate cooking and plumbing facilities, heat, light, and ventilation;
 - b. contains enough rooms to provide reasonable privacy for its occupants;
 - c. is within the means of the families who occupy it;
 - d. provides people with choices of location, tenure, and price;
 - e. is in a suitable environment -- one which does not endanger the health, safety, and well-being of its occupants, and which provides proximity to employment, adequate services and facilities.
2. "Housing Unit" or "Unit":

the place of permanent or customary and usual abode of a person, including a single-family unit in a two-family dwelling, multi-family or multi-purpose dwelling, a unit of a condominium or cooperative housing project, a nonhousekeeping unit, a mobile-home, or any other residential unit which either is considered to be real property under State law or cannot be moved without substantial damage or unreasonable cost.
3. "Elderly": persons 60 years of age or older.
4. "General Housing Market Area":

a regional, geographical unit as established by ABAG (Association of Bay Area Governments), within which local interaction has resulted in an economic and social interdependence with respect to the provision of housing, employment and service opportunities.
5. "Disabled":

persons determined to have a physical impairment or mental disorder which is expected to be of continued and indefinite

duration and is of such a nature that the person's ability to live independently could be improved by more suitable housing conditions.

6. "Household":
all persons occupying a single dwelling unit.
7. "Large Family":
a family of 5 or more persons.
8. "Very-low Income Household":
a household whose income does not exceed 50% of the median household income of the general housing market area with adjustments for household size.
9. "Low-Income Household":
a household whose income does not exceed 80% of the median household income of the general housing market area with adjustments for household size.
10. "Moderate or Middle-Income Household":
a household whose income falls between 80% and 125% of the median household income of the general housing market with adjustments for household size.
11. "Needing Rehabilitation":
refers to a dwelling unit which in its present state endangers the health, safety or well-being of its occupants or the neighborhood in one or more respects, or which has one or more deferred maintenance conditions that if not corrected will result in defects leading to a substandard condition as defined in the Uniform Housing Code, adopted by Ordinance No. 2416 and which is economically feasible to repair.

12. "Needing Replacement":

refers to a dwelling unit which in its present state endangers the health, safety or well-being of its occupants or the neighborhood in one or more respects, and which is not economically feasible to repair.

BACKGROUND INFORMATION

As of the October, 1975 Special Census, the population within the City of Napa was 46,867. This was a 5.5% annual increase (10,889 people) over the 1970 population of 35,978. There were 17,218 occupied households which statistically resulted in 2.68 persons per household. An additional 643 units (3.6% of the housing stock) were vacant, resulting in a total within the City boundary (15.5 square miles) of 17,861 households. This housing inventory increased by the construction of about 450 units in 1976 (a 2.6% gain). Approximately 2,300 units (8 of which were constructed in 1976) are located in the unincorporated area within the 18.2 square mile Residential Urban Limit Line (of which the Stanly Ranch accounts for 1.6 square miles). When added to those in the City, the total housing stock within the RUL Line as of January 1, 1977, was approximately 20,600 units. Based on the August, 1976 Postal Survey, Building Permit records and Census Information, the total of households within the Napa Metropolitan Area (the old General Plan area of 55 square miles) is estimated to be 23,600.

The estimated population for each area (see Planning Area Map Page 48) as of January 1, 1977 is as follows:

Within City of Napa:	47,100 (per State Department of Finance estimate)
Within RUL Line:	54,261 (per Planning and Community Development Department estimate)
Within Metropolitan Area:	62,000 (per Planning and Community Development Department estimate from Census Information and 1976 Postal Vacancy Survey)

The October, 1975 Median Income of \$12,140 was distributed as indicated on the Chart on Page 42 which also shows the maximum qualifying home purchase price for each range of family income.

This is based on the industry accepted formula that a family can generally afford to buy a house valued up to $2\frac{1}{2}$ times their annual income. A cross tabulation of renters' and homeowners' annual income and monthly rental cost on Pages 43 and 44 indicates that as of the Census date, approximately 35% of the former and 9% of the latter were paying more than the recommended 25% of their income for housing.

The distribution of age groups (Pages 55 and 56) shows that while the percentage of those under four years of age is declining, there is an increase in those 65 and over. If this trend continues, it could result in decreased need for elementary school facilities and an increased need for senior facilities, including senior citizen housing. Also shown on Page 56 is the distribution of owners and renters by planning area within the RUL Line. Those with 35% or more of the population living in rental units include Beard, Lincoln, Central Napa, Shearer, and River West.

The proportion of the population living in various housing types is shown on the chart entitled "Census Comparison - 1968 to 1975" on Page 52. The distribution of the housing units by type in each of the City's 25 planning areas (Page 49) illustrates the fact that while there is a variety of housing types in most planning areas, some have no other residential type structures except single-family homes.

Based on the 1975 Census, low-income persons constitute 38% of the total population within the RUL Line, and low and moderate-income combined total 55%, as shown on Page 51, Chart A. As a percent of the total population, tract 2005 (basically Beard and Lincoln Planning Areas) has the highest percentage of low and low-moderate income population and tract 2001 (the downtown area) has the lowest. On the other hand, as a percentage of the population within the tracts shown on Chart B, 85% of tract 2001 is

low-income and 92% is low and moderate-income. Other tracts with greater than 50% low-income population include 2002 and 2005. The three tracts cover the older section of Napa bounded by Imola Avenue, Highway 29, Trancas and the Napa River. Chart B also shows special age groups by tract. Tract 2001 has the highest percentage of those 65 and over but tract 2005 has the greatest number in that age group. Of those 18 and younger, tract 2006 and 2007 have the highest percentage (36%) with tract 2007 also having the greatest number of children (3,951).

There were ten questions submitted with the 1975 Special Census pertaining to place of work, racial data, shopping preference, number of automobiles and bicycles owned, total household income, etc. Pages 53 and 54 show how the citizens responded.

This Housing Element relies heavily on information from the 1975 Special Census. Readers should be aware in interpreting census data that different levels of accuracy exist depending on the accuracy of the base information. For instance, in the ten questions mentioned above, information concerning total family income will be less reliable, in light of the high percentage of those not responding, than other questions which received greater response. On the other hand, a very high degree of accuracy exists on structure types, unit count and population, though even here a few enumerator errors have been found where some blocks were counted twice and others were completely omitted.

EVALUATION OF THE HOUSING PROBLEMS OF NAPA

While some progress has been made toward achieving the national goal of a decent house and a suitable living environment for every American, much still needs to be done at all levels of government. At the local level, existing or potential housing problems facing the community include the following:

A. Adequacy, Quality, Safety and Livability of Housing Units -

According to the 1970 census, most Napa residents are living in what could be described as adequate, decent, safe, and sanitary housing. There are, however, some substandard units which are in need of rehabilitation or replacement. A majority of these are located within the older Central Area of the City bounded by Highway 29, Pueblo Avenues, Silverado Trail and Spruce Street. According to a City of Napa Building Department exterior survey conducted in 1975, there were 602 substandard units, 537 of which were in need of rehabilitation and 65 were in need of replacement.

It is recognized that requirements for improvements could result in economic hardship to owners as well as increased rent to tenants. For those who qualify, low interest rehabilitation loans are available through Housing Association for Napa Development



(H.A.N.D.), a non-profit corporation which has contracted with the City of Napa to manage Housing and Community Development funds set aside for housing. Initially H.A.N.D. will be operating the voluntary rehabilitation program in the Central Area mentioned above, though it may seek to expand its operation to include areas on the west side of the freeway within the next year.

One problem in identifying most units as adequate is the fact that the definition of adequacy can change. If the government requires that all homes be insulated within the next few years, those homes which do not meet the new standards could be defined as inadequate. In view of current National and State pronouncements about energy conservation, such a requirement is a distinct possibility. One result of any new law requiring insulation, overhanging eaves, thermopane windows, solar heaters, etc., is that it increases the initial cost of the unit. While the merits of a new requirement may be extremely laudable, and in a case such as this even economically beneficial to the consumer in the long run, there is no denying the fact that each additional increase in front-end costs places the unit beyond the reach of a larger segment of those trying to buy or maintain a home. As a result, the government entity which is attempting to meet energy conservation goals and also desires to lower the total price of housing is clearly on the horns of a dilemma. There are proposals under review or programs now in effect that should provide some relief. These include proposals for Federal and State tax credits for installation of solar heaters and insulation. Grants are available to low-income families through the Community Action Agency's Federal Weatherization Service Program which in Napa is headquartered at the H.A.N.D. office.

More recently, Congress has authorized \$55,000,000 a year for three years to expand existing weatherization programs and to establish new ones. The State Energy Commission will administer the program in California, through a local agency and/or organization to develop and/or to continue to implement weatherization and energy conservation programs oriented to the needs of low and moderate-income people. For those income groups (especially middle income)

which do not qualify for the weatherization program, perhaps local government could establish a revolving low-interest loan fund out of HCD monies which could be administered by the same staff which handles the Community Action Agency's Federal Weatherization Program.

B. Quality, Safety, and Livability of Residential Neighborhoods -

Most people expect a neighborhood to be safe and livable and, if possible, to maintain a reasonable degree of quality. Problems develop to the degree that these expectations are frustrated. If crime in an area increases, people tend to move away usually seeking areas less crowded and better patrolled. Because Napa has a low crime rate, many people move here from higher crime areas even though the head of the household has to commute 30 to 60 miles to and from work each day. While it is true that some move here to avoid racial strife, aware of the fact that Napa has a very low percentage of minorities, most come in pursuit of the often described American Dream--A nice home surrounded by a garden in a quiet, pleasant neighborhood with friendly neighbors, good schools, parks, convenient shopping, and appropriate government services.

Based on comments made at public hearings, letters to the editors, and calls to public officials, the following factors are widespread enough to be considered problems which seem to frustrate "The Dream": dogs running loose and/or barking (and occasionally biting a child); roosters crowing all night long; cars speeding through residential neighborhoods; motorcycle noise and activity, especially when trespassing on private property; vandalism, damaging private property or causing injury to others; recreational vehicles or junked cars on front lawns; noises (musical instruments, machinery, etc.) which go beyond the property of origin in significant volume or duration as to be a source of annoyance to surrounding properties.

Solutions to these problems can sometimes be found through educational campaigns but usually require government intervention.

such as investigation and follow-up by the Police Department on a case-by-case basis; an all-encompassing noise ordinance strictly enforced; increased police patrol activity to apprehend speeders, vandals, trespassers, etc.; and, amendments to zoning ordinances to prohibit unsightly activities in areas viewed by the public. Other solutions which might help would be to:

- a) provide more recreation opportunities, especially for young adults;
- b) provide motorcyclists a place away from residential developments, to allow them to test their skills legitimately;
- c) help lessen speeding in residential neighborhoods, by giving more attention to street design in the subdivision process, and in older areas by revising street intersections such as was done at Randolph and Pine Streets. Another problem which is currently being addressed to increase the livability of neighborhoods is an effort by the city to provide more park and recreation opportunities in each planning area. Some parks are being acquired with HCD funds and others through the City Park Dedication and In-Lieu Fee Ordinance. However, the drought situation has temporarily halted implementation of some park development programs.

Sometimes a section of a neighborhood declines in desirability because of a multitude of problems. When this happens the neighborhood is described as "blighted". Contributing to its decline may be a combination of factors such as old and deteriorated housing; high traffic volumes; lack of adequate community facilities; conversion of units to non-residential use and intrusion of commercial and/or industrial uses. It is generally acknowledged that this problem cannot be adequately addressed unless local government provides assistance. The process of redevelopment is not without its problems, but if the project area is well-planned and the process is sensitive to the human element with regard to relocation and redesign, allowing those who so desire to move back into the area once the new dwellings are constructed, the result

will be new construction and new public improvements which will upgrade the whole area, thus increasing the livability of the neighborhood.

C. Availability of a Variety of Housing Types

Providing for a variety of housing types has been a General Plan goal since 1968. Considered on a City-wide basis, it could be said the goal has been met. As of the October, 1975 Special Census, within the City Limits there were 11,955 single-family homes, 2,416 structures with two to four units each, 2,204 structures with 5 or more units each, and 1,015 mobile homes located within 9 mobile home parks. The count of multi-family structures mostly included rental units in the form of duplexes, triplexes, fourplexes and apartments. However, also included in this category were about 400 single-family townhouses, most of which were owner occupied.

One goal that was part of the 1973 Revised Housing Element (Phase II) but which has not yet been implemented states: "Within new housing developments, a variety of housing types and designs should be encouraged." New subdivision projects continue to be very uniform in appearance, and generally limited to 3 or 4 bedroom homes on similar size lots (usually 7,000 to 10,000 square feet in size). As a result many are deprived an opportunity to live in these newer areas of Napa, even though they may have incomes equal to or exceeding those of area residents, because a one or two-bedroom unit on a small lot is virtually non-existent. Those affected include:

- a) those whose children have left home and who no longer need or desire a large house and yard but wish to stay in their own neighborhood;
- b) transient company personnel, members of the military, etc who wish to rent or buy a two-bedroom unit in Browns Valley or north Napa for the year or two they are in Napa;
- c) working women head of households who, alone or with a

child or two, could be accommodated in a one or two-bedroom unit. This sector of the market is expected to increase in size as expanding job opportunities increase their purchasing power.

Solutions to this problem include changing ordinances to allow for some mix of housing types in each neighborhood and/or each new subdivision, such as allowing duplexes on corner lots and/or smaller single-family lots. Another solution which is utilized in many communities is to encourage variety through extensive use of a planned unit development zone which allows a mixture of townhouses, patio homes, duplexes, etc. within single-family districts. The key to successful integration of a mix of housing types is close attention to good design standards and to concerns of surrounding residents.

In some areas the problem is reversed with a preponderance of small units or rental units. To bring more stability to what is often a transient area, single-family ownership units could be encouraged on separate lots, or by approval of townhouse or condominium projects.

Adequate sites for a variety of housing types exist generally throughout the community which have access to:

1. Employment opportunities. Napa has a healthy and diversified industrial base and one of the lowest unemployment rates in the State. New industry is considered to be welcome in Napa, and adequate acreage is zoned to accommodate it. Beside the efforts of private individuals, groups such as the Chamber of Commerce, realtors, labor unions, developers, and government agencies assist in seeking out and helping to establish new industry. Major industrial facilities in nearby communities offer additional employment opportunities for those willing and able to commute.

A survey conducted by the Department of Planning and Community Development in April, 1975, indicated there were in the Napa metropolitan area 1,325 businesses, industries, institutions,

and agencies employing at slack times 12,759 and at peak times 14,024 people. In addition, the Veterans Home, Basalt, Kaiser, and Mare Island offer close-by employment for over 3,000 Napans, with many more jobs available within a slightly longer commute.

2. Physical Services. Excepting drought or other unusual conditions, services such as gas, electricity, sewer, and water availability are adequate up to the year 2000 to accommodate a population of approximately 75,000, as projected in the City of Napa General Plan.
3. Transportation Services. Beside a City bus system which covers most of the local employment centers at one hour intervals, access to work centers beyond the City limits is also available by private bus systems as well as by automobile. The City is also beginning to establish bike routes which when complete may encourage greater use of this form of transportation. If the bus and bicycle usage increases significantly, it would benefit housing because decreased traffic noise and auto pollutants would help to increase the livability of residential areas in general and particularly along heavily traveled streets.
4. Educational Services. Napa has a highly regarded educational system that provides a learning opportunity for students from kindergarten through high school at public and private schools. There is also a two-year Community College within the City limits. Within an hour's drive, there are several colleges and universities which Napans can and do utilize.
5. Community Services. Police, fire, garbage collection and health services are generally available to serve the community.
6. Parks and Recreation Services. Napa, within the last couple of years, has been rapidly expanding park opportunities and it

is anticipated that in a few years a majority of neighborhoods will have adequate park areas. Some recreation services are currently available but due to public demand and availability of new facilities it is anticipated that recreation services will be expanded in the near future.

7. Shopping. The community is served by neighborhood and community shopping centers, and by a central regional shopping, finance and governmental center. This downtown area is undergoing revitalization and additional commercial facilities are expected to be developed in the near future.

D. Maximizing Housing Opportunities for all Economic and Social Groups -

1. Sufficient and Suitable Sites. At present, and within the five-year time frame of this Housing Plan, there are sufficient and suitable sites to accommodate the range of housing required to meet the needs of all economic segments of the community. It is recognized that government subsidy programs and land use controls which exist or may be adopted, can, do, and may affect the size, type, cost and location of housing and thereby influence the economic and demographic character of the resident population. These programs and controls should be monitored annually in order to assure, within the framework of the General Plan, the continued availability of adequate sites throughout the community for a variety of housing types which can accommodate citizens from all economic levels. While it can be said that sufficient and suitable sites are available, the same cannot be said for existing housing units.
2. Rapidly Rising Housing Costs. The price of housing to the consumer has been rising at a much greater rate than family income, thereby decreasing the opportunities for home ownership to a growing percentage of the public. Contributing factors are the increasing costs of land, material, labor and financing,

as well as fees charged for services by the private and public sector. While much has been written about the subject and there have been some innovations which contributed to reducing housing costs to a slight degree, all evidence indicates that this trend will continue throughout most of the nation. Locally, the price of housing may rise at a faster rate due to:

- a) the natural attributes and the community amenities that make Napa a desirable place in which to live;
- b) the growth restrictions embodied in the 1975 General Plan for the City that limit residential development to an area and at densities compatible with community goals and service capabilities.

There is little the community can do to alter national policies that affect interest rates, wage and material costs, availability of subsidies, etc. Nor can it alter the fact that the community is now and will continue to be an attractive place in which to live. There are two basic options open to the community at this time:

- a) The community could alter the General Plan. This document is a reflection of community attitudes and goals. Though there is no evidence at this time that this would reduce the cost of housing to the consumer, if the electorate could be convinced that a greater rate of growth and increased densities were beneficial to the community, the General Plan could be amended to reflect that attitude. If no such change in community attitudes occurs, the existing General Plan will continue to guide local officials in these decisions affecting community growth and services.
- b) The Community could, while maintaining the basic principles and intent of the General Plan, explore all opportunities to affect a reduction in housing costs including a review of:
 - 1) zoning, subdivision and building codes;
 - 2) public and private sector fees and practices;
 - 3) labor saving materials and practices;

- 4) new financing mechanisms; and,
 - 5) street design and improvement standards. It should be recognized that any savings achieved by scaling down standards and fees, by granting density bonuses and other such cost-cutting devices could be very transitory as long as the price of housing continues to escalate as it has in the last few years. Nevertheless, it is very important that every effort be made to help assure that those who work in the community will be able to reside here in decent, affordable housing within a suitable living environment.
3. Provision for Low and Moderate Income Housing. While it is difficult to estimate precisely those who are in need of housing assistance, a general indication of the extent of the problem can be determined.

The federal formula used by the United States Department of Housing and Urban Development defines low-income families as those with incomes less than 80% of median income and very low-income families as those below 50% of median. Moderate-income definitions vary but usually include those from 80% to 115%-125% of median income. The Bureau of the Census, which establishes the median income for an area about April of each year, between April of 1976 and April of 1977, determined the median income for our area was \$14,400. This means that half of Napa families made more and half made less than this amount. At the time of the 1975 Special Census, this figure was \$12,140 and income distribution was as shown on Page 42. Federal housing assistance programs (such as Section 8, Section 221-d4, and Section 202) have established eligibility limits which are based on this median figure. The local voluntary rehabilitation program operated by the Housing Assistance for Napa Development also uses the same income limits. Currently, these income limits are as follows:

SCHEDULE OF INCOME LIMITS

<u>Family Size (No. of Persons)</u>	<u>Maximum Income Limits for Admis- sion in terms of Family Income</u>	<u>Income Limits to Designate Very Low Income Families in Terms of Total Family Income</u>
One	\$ 8,000	\$ 5,000
Two	9,200	5,700
Three	10,300	6,400
Four	11,500	7,200
Five	12,200	7,700
Six	12,900	8,300
Seven	13,600	8,900
Eight or more	14,400	9,500

A new medium income figure should be published before the end of 1977. It is expected to be at least \$15,500, which would result in an increase in the income limits of about 8%. Another indication of need is the Housing Authority list of applicants for rental assistance. As of April 30, 1977, there were 447 eligible applicants including 125 elderly; 21 disabled; 65 large families; and 3 very large families (with 8 or more children). To meet this need the Housing Authority, which is currently assisting 230 households, has just received Federal funds that will provide assistance for 59 additional households. Also pending is an application for funds which if approved would provide 60 more housing certificates for eligible individuals and households. In addition, the Housing Authority staff is working with a developer who is seeking Federal funding to construct a 100-unit senior citizen housing development. If successful, this project would satisfy much of the current need in this category.

One area of need that has been virtually impossible to satisfy to date is housing for large and very large families. HUD

approved rental assistance payments for 3 or more bedroom units are currently inadequate, falling far below market rents for such units. The Housing Authority has requested that HUD increase the allotment but to date no approval has been given.

One option open to the community to house those unable to obtain housing on the open market is small scattered public housing projects. Article 34 of the State Constitution requires that before public funds can be used to buy land and build a publicly owned housing project, the matter must be put to a vote of the electorate. This is generally considered to be a roadblock to the provision of low-income housing in publicly owned units. While it should be acknowledged that voter approval has usually been given to public housing projects for senior citizens, Article 34 does frustrate attempts by local communities and now by the new State of California Housing Finance Agency to provide for low and moderate-income projects for families with children even when land and construction money is available.

HOUSING GOALS AND IMPLEMENTATION MEASURES

GOAL A - Assure that the quality, safety, and livability of the housing stock in the City of Napa is continually maintained or upgraded, and that dilapidated housing which cannot be improved is replaced.

Possible Implementation Measures:

1. Continuous enforcement by the Building Department and other appropriate agencies of the Housing, Electrical, and Fire Prevention Codes, and the Health and Safety Regulations. (A continuing effort)
2. The continued implementation of the rehabilitation of substandard residential units. (A continuing effort)
3. Review and updating of zoning and subdivision regulations by the Housing Commission, Planning Commission and City Council in order to minimize regulations to promote innovation where appropriate to achieve community goals. (A continuing effort)
4. Periodic review by the Housing Commission and City Council of the Voluntary Rehabilitation Program operated by H.A.N.D. (Housing Association for Napa Development) utilizing City HCD funds. (Initiate review by March of each year)
5. To study and implement, where appropriate, additional comprehensive energy conservation regulations in

coordination with the County Energy Commission, and the development of incentives by the City Council to reduce waste of housing related resources in order to lower the maintenance cost to the consumer and improve the livability of residential units. (By the Spring of 1978)

6. Study by the Housing Commission of regulations pertaining to mobile homes and factory built housing. (By the Fall of 1978)

GOAL B - Assure that the quality, safety and livability of residential areas is continually maintained or upgraded.

Possible Implementation Measures:

1. Develop guidelines including criteria for a periodic review by the Housing Commission, Planning Commission, and City Council of residential areas delineating existing and potential problems, and the adequacy of community services, capital improvements, drainage, streets, sidewalks, and recreation areas in each residential area. (A continuing effort)
2. Annual review by the Planning Commission and City Council of the five-year capital outlay program to assure funding and determine priorities for improvements in residential areas.
3. Establishment by the City Council of positive incentive programs (utilizing Capital Improvement Funds, Revenue Sharing Funds, HCD Funds, etc.) for residential areas willing to assist in upgrading their area. (By the Fall of 1978)
4. Provide a mechanism for sharing housing information for coordinated service delivery, and to increase public awareness so that citizens could be advised of self-help and rehabilitation programs, public financial assistance, and general construction requirements. (A continuing effort)

GOAL C - Assure a variety of housing types in all residential areas in such a way as to accommodate the character and integrity of the area.

Possible Implementation Measures:

1. Study the existing zoning and subdivision regulations and possibly revise as necessary to provide for a variety of lot sizes and housing types, as well as some proportional mixture of housing types within density limits set forth in the General Plan. (By the Summer of 1978)
2. Periodic review by the Planning Commission and City Council of the General Plan and zoning map to monitor the availability of suitable vacant land to accommodate a variety of housing types in each planning area. (January of each year)
3. Exploration of plans and programs by the Housing Commission, the Housing Authority, the Planning Commission, and the City Council for well-designed senior citizen housing developments located in areas appropriate to the needs and desires of the constituent population and convenient to public transportation, shopping, recreation and other community facilities. (A continuing effort)
4. Exploration by Housing Commission of plans and programs for the private or public redevelopment of areas adjacent to the downtown district to provide for new well-designed multi-family structures to house those in all income levels who by desire or necessity wish to be near the downtown shopping and employment center, recreational facilities, churches, etc. (A continuing effort)
5. To study the PC & R-UTH ordinances & possibly develop revisions which will help achieve moderate income housing and will remove barriers to the development of moderate income houses. (By the Summer of 1978)

6. To study the existing fee structure in light of the City's concern for the provision of low and moderate income housing. (By the Fall of 1978)

GOAL D - Assure that housing programs and policies maximize choice, avoid economic segregation, and avoid discrimination based on age, sex, race, and ethnic background.

Possible Implementation Measures:

1. Adoption by the City Council of an ordinance that
 - a) assures each planning area will provide a variety of housing types serving families of various economic levels; and,
 - b) provides for bonus densities and/or other incentives which will insure the augmentation of the supply of moderate income housing within a planning area when in the opinion of the Planning Commission the above measures would be appropriate to augment the supply of moderate income housing.

A development can only be exempted from the provisions of this ordinance upon findings by the Planning Commission that such requirement would not be appropriate in the particular circumstances. (By the Summer of 1978)
2. Study and possibly adopt a fair housing ordinance which includes an implementation measure which reinforces state and federal regulations prohibiting discrimination. (By the Fall of 1978)
3. Annual review by the Housing Commission, Planning Commission and City Council of new housing starts to monitor compliance with the housing goals of the General Plan. (By the Summer of each year)
4. Continuation of the Housing Authority Rental Assistance Program to aid low-income families, expanding the number as necessary to accommodate need (assuming the availability of federal subsidy funds) subject to the

number of units in the program not exceeding the percent of the population eligible for assisted housing.

5. Continue to study ways to provide for low-income families within each residential area. The City would welcome any proposal by developers or builders which would help provide housing for low income individuals and families.
(A Continuing Effort)

GOAL E - Assure coordination between all parties in the consumption, regulation, development, production, management, financing, sales and servicing of the local housing stock.

Possible Implementation Measures:

1. Establish improved lines of communication between the involved parties through a County-wide Task Force on Housing. (By the Fall of 1978)
2. Provide for distribution and exchange of information on housing to all parties interested in participating in the search for new and better ways to meet community housing goals. (A continuing effort)
3. Encourage citizen participation in the formulation of plans for their housing and their neighborhoods through City sponsored forums, public meetings, and needs surveys. (A continuing effort)
4. Coordinate City Housing efforts with those of the County and with Regional Housing programs. (Continuing effort)

GOAL F - Assure continuation of community support for the preservation of historic and architecturally significant structures.

Possible Implementation Measures:

1. Provide for an annual report from the Landmarks Preservation Advisory Board that reviews the progress made during the prior year and sets forth the goals and objectives for the ensuing year. (By July 1st of Each Year)
2. Protect residential areas characteristic of Napa's history and architecture through zoning, the establishment of historic districts, facade easements, and publicly

funded neighborhood improvements. (A Continuing effort)

3. Complete a historic resources survey of the City of Napa in order to identify those residential buildings that should be preserved and adopt an official list of architecturally and historically significant buildings. (By the Fall of 1978)
4. Provide positive incentives to owners of architecturally and historically significant buildings, such as low interest rehabilitation loans, alternative housing code application, zoning variances and rental subsidy programs, in order to enable low and moderate income occupants to remain in their homes after the improvement of their property. (A Continuing Effort)

GOAL G - Assure that the goals, implementation measures and specific housing programs in this document are pursued within the established time-frame, and continue to be compatible with other elements of the General Plan.

Possible Implementation Measures:

1. Annual review by the Housing Commission, Planning Commission, and City Council of the Housing Element implementation schedule and the following information to be prepared and submitted by staff by July 1, of each year:
 - a) An update of new units issued building permits and building completion reports by type of structure.
 - b) An update of the inventory of approved projects.
 - c) The median income for the area published annually by the Federal Government about April of each year.
 - d) Labor force data from the Employment Development Department.

- e) Annual estimate of population from the State Department of Finance.
 - f) Percentage increase in the price of housing including new, resale and rentals.
 - g) Vacant land and zoning inventory.
 - h) Household formation.
2. Complete review of the Housing Element including reassessment of goals, implementation measures, priorities and programs every five years (immediately after receipt of the U.S. Census which beginning in 1980, will be conducted every five years). (The 1980 Census should be available by the Spring of 1981.)
- Said review document would be prepared by staff with assistance from the Housing Commission and be submitted by the Summer of 1981 for public hearings before the Planning Commission and City Council.
3. Review of Housing policies in relation to other elements of the General Plan concerning open space, circulation, public facilities, seismic safety, etc. which might impact on housing decisions.

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Source: 1975 Special Census; DPCD/HA	
CENSUS TRACTS FOR CITY OF NAPA AND VICINITY	50
Source: Department of Planning and Community Development, 1977	
POPULATION, LOW & MODERATE INCOME, AND SPECIAL AGE GROUPS FOR CENSUS TRACTS INCLUDING LAND WITHIN RUL LINE	51
Source: 1975 Special Census; DPCD/HA	
CENSUS COMPARISON - 1968 to 1975	52
Source: Department of Planning and Community Development, 1977	
CITY OF NAPA SPECIAL CENSUS/QUESTIONS AND RESPONSES	53 - 54
Source: 1975 Special Census; DPCD	
COMPARISON OF AGE DISTRIBUTION PYRAMIDS, 1968 to 1975	55
Source: 1975 Special Census; DPCD	
OCCUPANCY & AGE DISTRIBUTION WITHIN THE CITY OF NAPA'S RUL LINE	56
Source: 1975 Special Census Napa Housing Authority, 3-77	
INVENTORY OF APPROVED PROJECTS WITH BUILDING PERMIT APPROVAL, AS OF 9-1-77	57
Source: Planning and Community Development Department, 9-77	
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Source: Planning and Community Development Department, 7-31-77	
COMMUNITY ECONOMIC PROFILE FOR NAPA, NAPA COUNTY, CALIFORNIA 94558	59 - 62
Source: Prepared by the Napa Chamber of Commerce, April 1, 1975	

NAPA HOUSEHOLDS INCOME DISTRIBUTION AND
QUALIFYING HOME PURCHASE PRICE

<u>ANNUAL HOUSEHOLD INCOME RANGE</u>	<u>HOUSEHOLDS</u>	<u>CUMULATIVE %</u>	<u>MAXIMUM QUALIFYING HOME PURCHASE PRICE (MQHPP) *</u>
Less than \$5,000	18.8	18.8	0 to 12,499
5,000 to 7,499	10.2	29.0	12,500 to 18,749
7,500 to 9,999	10.0	39.0	18,750 to 24,999
10,000 to 13,499	18.0	57.0	25,000 to 33,749
13,500 to 16,999	14.9	71.9	33,750 to 42,499
17,000 to 19,999	10.3	82.2	42,500 to 49,999
20,000 to 29,999	13.8	96.0	50,000 to 74,999
30,000 to 39,999	2.6	98.6	75,000 to 99,999
40,000 or more	1.4	100.0	100,000 or more

(Sample Size - 17,126 HOUSEHOLDS/ 10,670 Survey Responses)

MEDIAN INCOME
as of October 1975 - \$12,140 x $2\frac{1}{2}$ = \$30,350.00 MQHPP

MEDIAN INCOME
as of April 1976 - \$14,400 x $2\frac{1}{2}$ = 36,000.00 MQHPP

MEDIAN INCOME
as of June 1977 - \$15,900 x $2\frac{1}{2}$ = 39,750.00 MQHPP

*Based on 2.5 times Annual Income

Source: 1975 Special Census

Napa Housing Authority

1-20-77 MSD

SECTION VI-H

THE FOLLOWING TABLE SHOWS THE CONTINUING COST SAVINGS INCURRED BY THE INCORPORATION OF ENERGY CONSERVATION FEATURES.

<u>ENERGY CONSERVATION FEATURE</u>	<u>INSTALLED COST ABOVE NORMAL INSTALLATION</u>	<u>APPROXIMATE \$ YEARLY SAVINGS</u>
ENERGY EFFICIENT WATER HEATER	\$50.00	\$ 6.00
SHOWERHEADS RATED AT 3GPM	\$ 0.50	\$ 7.00
3 1/2 GALLON WATER CLOSET	\$ 0.00	\$ 6.00
CLOGGED FILTER INDICATOR (FORCED AIR FURNACE)	\$ 5.00	\$ 5.00
WATER HEATER WITHIN 15' of KITCHEN	\$ 0.00	\$ 3.50
FLUORESCENT LIGHTS IN KITCHEN	<u>\$ 5.00</u>	<u>\$ 5.00</u>
TOTAL	<u>\$60.50</u>	<u>\$32.50</u>

THESE FIGURES ARE BASED UPON PRESENT ENERGY CHARGES, 16 cents per therm and 4 cents per kwhr.

FIGURING A 30 YEAR MORTGAGE, AN ORIGINAL INVESTMENT OF \$60.50 RESULTS IN ENERGY SAVINGS OF \$975.00, AT TODAY'S ENERGY RATES. THESE DOLLAR SAVINGS BREAKDOWN INTO YEARLY SAVINGS OF 129 THERMS OF GAS AND 270 KWHRS AND QUALIFIES THIS HOME FOR THE PACIFIC GAS AND ELECTRIC CO. ENERGY CONSERVATION HOME PROGRAM.

SOURCE: HTC Report, Section VI-H

HOUSING ELEMENT PROGRAMS

Because of the complex nature of the Housing delivery system, it is not possible at this time to set forth in complete detail how to implement each recommendation of the Housing Element. Rather, the purpose of this section is to provide background information on areas of primary concern. This information will help to illuminate the nature of the problem and perhaps suggest some solutions to those who care to study it closely. The information will help form the basis for some of the detailed studies called for in the section on goals and implementation measures.

Section I - Affordability

The rapidly rising costs of housing, currently estimated to be 2% to 4% per month in various areas of the State is of foremost concern to consumers, developers, the real estate profession, and the financial sector alike. In fact, the latter have recently begun to raise interest rates and down payment requirements to those purchasing homes for speculation rather than occupancy in an attempt to stem this spreading practice. This section includes various studies and charts which pertain to affordability as follows:

<u>TITLE of STUDY or CHART</u>	<u>PAGE NO.</u>
COST ANALYSIS OF FOUR TYPES OF HOUSING DEVELOPMENTS	34 - 36
Source: Housing Technical Committee Report, June 1977 (pp. II 3 to II 6)	
PROFILE OF A \$36,500 HOME USING 1977 COSTS	37 - 41
Source: Housing Technical Committee Report, June 1977 (pp. V 1 to V 11)	
NAPA HOUSEHOLDS INCOME DISTRIBUTION AND QUALIFYING HOME PURCHASE PRICE	42
Source: Napa Housing Authority, January 20, 1977	

NAPA HOUSING INVENTORY-CROSS TABULATION OF HOMEOWNER'S AND RENTERS' ANNUAL INCOME AND MONTHLY HOUSE PAYMENT	43 - 44
Source: Napa Housing Authority, August 1976	
TOTAL MONTHLY HOMEOWNERS COSTS FOR SELECTED INCOME GROUPS	45
Source: Napa Housing Authority, March 24, 1977	
PERCENTAGE BREAKDOWN OF NEW HOUSING CONSTRUCTION COSTS, PLUS LAND	46
Source: Compiled by Napa Housing Authority from Association of Bay Area Home Builders Data	

Section II - Energy Conservation

With the growing local, state and national concern for conserving energy, it is imperative that we recognize the impacts of existing and pending energy conservation legislation on the cost of housing, and be prepared to assist in the transition in such a way that the goal is accomplished without adding exorbitant costs to the initial price of the house. One alternative might be to establish a low interest or no interest fund from community funds, to be paid back from savings in reduced utility bills over a five year period. This approach could be used on existing housing, as well as new. A weatherization program is currently in operation out of the H.A.N.D. office in Napa serving low income households. The above proposal would augment this program for those above the low income level.

CONTINUING COST SAVINGS INCURRED BY THE INCORPORATION OF ENERGY CONSERVATION FEATURES . .	47
Source: Housing Technical Committee Report, June, 1977	

Section III - Demographic Information

MAP SHOWING EXISTING PLANNING AREAS	48
Source: Department of Planning and Community Development, 1974	

New Housing Construction

New home (single family) construction in Napa has been slow, about 2% - 3% of the existing inventory annually. The main reasons are:

- (1) a general scarcity of developable land;
- (2) County and City requirements and fees; and
- (3) high land costs and development costs.

The high building rate was 204 homes in 1974, 342 in 1975, and 319 in 1976 (single family homes). (Section VI-A, page 9).

It is not foreseen that any new housing will be built for sale under \$50,000 primarily because of the problems above. However, there is a good market for smaller homes on smaller lots. An example of this would be the Westwood area and Pueblo Park area: two subdivisions of 2 and 3 bedroom homes, 1,000 sq. ft. or less, 25 years old, single car garages. In spite of their age, these homes are still in demand because they fall in the needed price range, \$30,000 to \$40,000. They sell quickly in this market, offering a suitable compromise and opportunity for prospective buyers to enter the present housing market.

Land Development Costs

There is considerable misinformation in this area. The public may hear of a developer buying land for \$12,000 per acre, getting 4 lots per acre and selling the lots for \$16,000 each for a seemingly enormous profit. To shed some light on development costs we have analyzed itemized costs of 4 types of developments. They are:

1 - Single Family	3.0 units per acre	(10,000 sq. ft. minimum)
2 - Single Family	3.7 units per acre	(7,000 sq. ft. minimum)
3 - Single Family	6.5 units per acre	(5,000 sq. ft. minimum)
4 - Townhouses	8.0 units per acre	

These 4 types represent actual projects and their analysis is based on the confidential records of four local contractors. They are revised and costed out under existing ordinances and priced as of April 1, 1977, except as noted. (Section VI-B). Attached is a table showing how these costs compare.

TABLE OF DEVELOPMENT EXPENSES
WITH ORDINANCES AND COSTS AS OF APRIL 1, 1977

1 DENSITY	2 LOT SIZE	3 DEVELOPMENT IMPROVEMENTS FEES (3A) (3B)		4 SUB-TOTAL DEVEL- OPMENT COSTS (3A and 3B)	5 RAW LAND COST	6 CARRYING COSTS ON LOT 11.9%	7 OVERHEAD & CONTINGENCY 10%	8 PROFIT 10%	9 LOT COST
3.0 Units/A	10,000 s.f.	8,600	3,367	11,967	4,000	1,904	1,596	1,596	21,063
3.7 Units/A	7,000 s.f.	5,897	3,044	8,941	3,783	1,514	1,272	1,272	16,782
6.5 Units/A	5,000 s.f.	3,688	2,572	6,260	2,804	1,078	906	906	11,954
8.0 Units/A (Townhouse)		5,741*	2,637	8,378	2,500	1,294	1,087	1,087	14,346
*Includes \$2,555 for landscaping, swimming pool, and clubhouse improvements which are not included in other examples of lot costs. Adjusted lot cost without these improvements is \$11,791.									
General Comments: Some variation will occur from project to project due to actual land costs and off-site improvements.									

10 DENSITY	11 LOT SIZE	12 HOUSE SIZE	13 HOUSE COST	14 CARRYING COSTS ON HOUSE 4.625%	15 OVERHEAD & CONTINGENCY 10%	16 SALES 3.8%	17 PROFIT 10%	18 TOTAL COST LOT & HOUSE
3.0 Units A	10,000 s.f.	2,150 s.f.	38,924	1,850	3,992	2,679	3,992	72,500
3.7 Units A	7,000 s.f.	1,400 s.f.	28,200	1,304	2,820	2,074	2,820	54,000
6.5 Units A	5,000 s.f.	1,000 s.f.	18,547	857	1,854	1,384	1,854	36,450
8.0 Units A (Townhouse)	P.U.D.	975 s.f.	19,500	902	1,950	1,552	1,950	40,200
Basis for Computations of Carrying Costs:								
Land: Real Estate taxes for 2 1/2 years at \$10.93 tax rate. Land value at 5 1/4% for 2 1/2 years.								
Fees and Improvements Costs for Lot: 9 1/4% for 2 years averaged for 1 year.								
House Improvements: 9 1/4% for 1 year averaged for 6 months.								

PROFILE OF A \$36,500 HOME USING 1977 COSTS

In order to present a profile of a \$36,500 home using 1977 costs the following general specifications were used:

1. 5,000 sq. ft. lot in a 51 lot subdivision with a density of 6.5 units per acre.
2. 1,000 sq. ft. house with 3 bedrooms, 1 bathroom, and a single car garage.

The only deviation from current lot development requirements is lot size and density. All other current requirements are recognized.

The house size is minimal but adequate. All building code requirements are met and all current fire requirements are recognized. There are currently homes reselling of comparable house size, lot size and density for prices in excess of \$40,000.

Lot Costs

The costs listed below for an improved and buildable lot represent April 1, 1977 costs for the physical work.

The costs shown are for the plot plan exhibit in this section.

FEES AND MISCELLANEOUS COSTS OF 5,000 SQUARE FOOT LOT (6.5 UNITS PER ACRE)

DEVELOPMENT COSTS OF 5,000 SQUARE FOOT LOT (6.5 UNITS PER ACRE)

Clearing and Grading	\$ 288.04
Service	718.24
Water	703.53
Storm Drain	127.06
Pavement	684.71
Concrete	743.32
Street Trees	100.00
Street Signs	12.75
Street Monuments	9.80
Street Lights	29.41
Street Barricades	9.40
Fencing	63.53
Landscaping	-----
Utilities	197.06
TOTAL	<u>\$3,686.85</u>

Title Report	\$ 1.41
Preliminary Subdivision Map & Fees	43.20
Environmental Impact Assessment & Appeal	8.82
Environmental Impact Report	88.24
Subdivision Engineering	480.00
Soils Engineering	90.00
Tentative Map Fee	.49
Final Map Fee	2.00
Map Report	.98
State Division of Real Estate	3.98
Inspection (City)	48.39
Inspection (NSD)	14.24
Material & Maintenance Bond	121.12
Water Hook-Up & Meter Set Fees	235.00
Sewer Hook-Up & Inspection Fees	906.00
City Development Excise Fee	125.00
Park Fee	200.00
School Fee	200.00
Grading Permit & Plan Check Fee	2.98
TOTAL	<u>\$2,571.85</u>

Total Cost Per Lot

Development Costs	\$3,688
Fees and Miscellaneous	<u>2,572</u>
	\$6,260
Add Land Cost 18,000/acre (Divided by 6.5)	\$2,804
Add Carrying costs	1,078
Overhead - Contingency	906
Profit	<u>906</u>
Cost of Buildable Lot	\$11,954

House Costs

This house cost breakdown is based on a currently-being-built home of 940 square feet corrected to apply to the floor plan of 1,000 square feet. It is a stucco house with composition roof shingles. It assumes buyer will do his own painting (add 650.00 if he does not) and will do the final clean-up after contractor is done (add \$60 if he does not). Further there is no dishwasher although it is roughed in (add \$200 if dishwasher is included) and no fireplace (add \$600).

This cost of a 1,000 square foot house is \$23.11 per square foot. The 871 square foot Westwood home would, at the same rate, cost \$20,129.

COST BREAKDOWN 1000 SQUARE FOOT HOUSE

Building Permit	\$ 133	Formica Top or Ceramic Tile	\$ 176
Foundation Digging & Piers	50	Oven & Range	232
Rock or Fill Slab 12" Above Grade	304	Garbage Disposal	32
Steel Rods No.	46	Hood	29
Wire, Porch Metal	77	Hardware	60
Foundation Bolts	9	Linoleum & Floor Tile	551
Nails	60	Hardwood Base	92
Paper Material	32	Insulation	361
Concrete Finishing	2,012	Garage Door	195
Lumber	1,890	Utilities	20
Plywood & Underlay	639	Rental Equipment - Sanitary Toilet	80
Plumbing	1,650	Shower Door & Mirrors	66
Sheetmetal, Heating	415	Miscellaneous	90
Misc. Sheetmetal	13	Carpentry Labor	3,962
Electrical Inc. 50.00 Light & Fixt. Allow.	668	Paving	352
Roofing	712	Sidewalk	40
Windows & Screens, Glass Door	413	Finish Grading, Fill Landscaping	100
Stucco	1,213	Plans	<u>236</u>
Sheetrock	1,101	Cost - Sub Total	\$18,547
Cabinets	188	Overhead - Contingency	1,854
Door & Trim	424	Carrying Cost	857
Shutters	24	Profit	<u>1,854</u>
		TOTAL	\$23,112

TOTAL COSTS - HOUSE AND LOT

	871 sq. ft.	1,000 sq. ft.
Lot Cost	\$11,954	\$11,954
House Cost	<u>20,129</u>	<u>23,112</u>
Sub Totals	\$32,083	\$35,066
Selling Costs	1,283	1,384
Total Cost	\$33,366	\$36,450

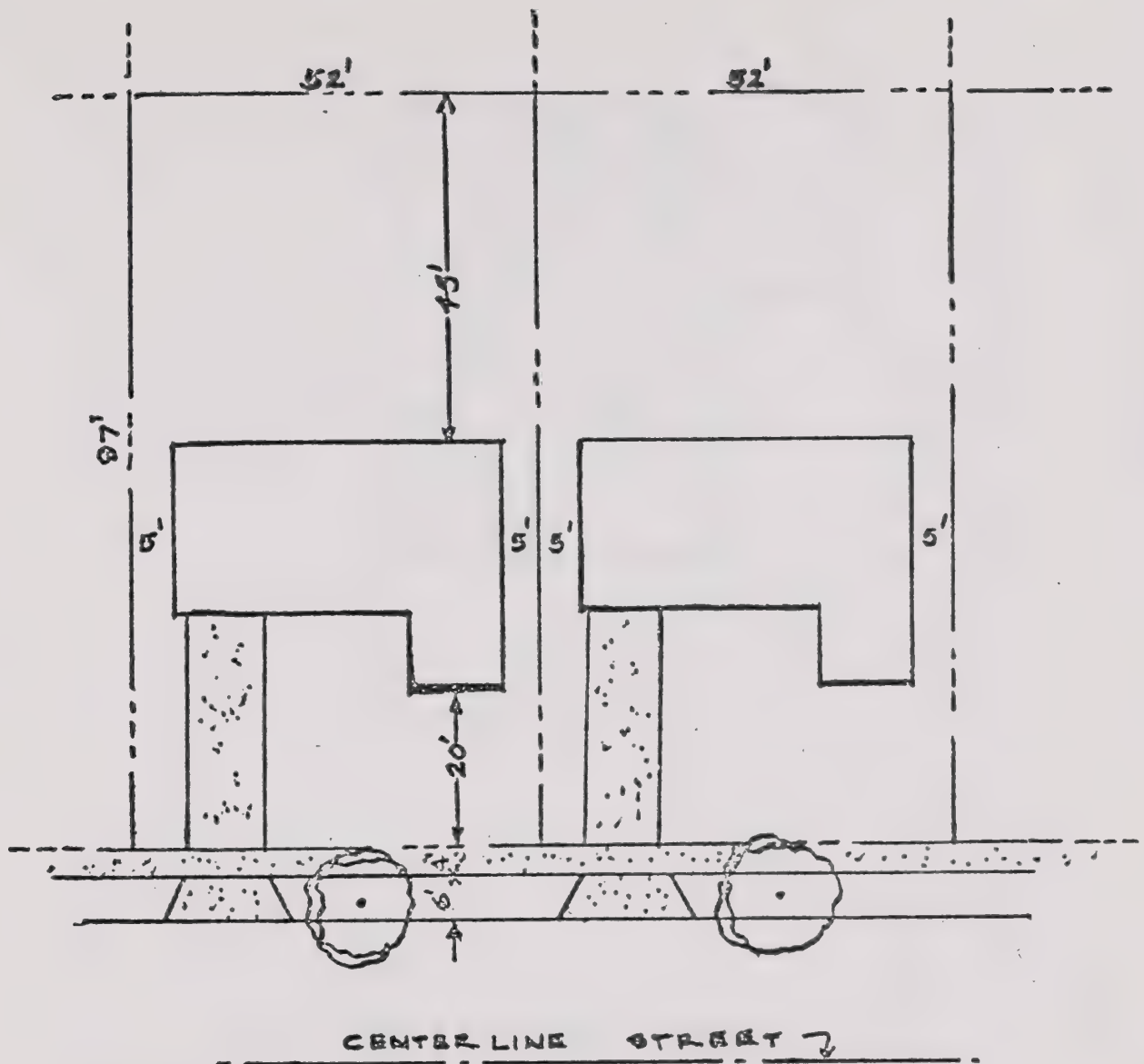
SUMMARY-As previously stated, this is a minimal but adequate approach that illustrates it is possible to build and sell an 871 sq. ft. house for around \$33,000 and a 1,000 sq. ft. house for \$36,500 if density and lot size requirements were amended.

The committee realizes that inflation will be pushing the price upward after its dateline of April 1, 1977. However, reference Section IV will show other ideas that can be pursued to counter this inflationary additional push.

To understand what the current requirements in Napa produce in housing, see the table in Section II-B for the 7,000 sq. ft. lot.

The question can be legitimately asked why more houses and subdivisions are not being built along the lines of the 5,000 or 7,000 sq. ft. lot. It is a difficult accomplishment as it is to process any subdivision through government approvals, let alone trying to reduce the amenities offered. The planning process orientation is one of constantly trying to increase space and amenities per residential unit. If planning were to reverse this attitude in a sufficient number of cases or areas, a lower cost house could be achieved.

If a developer were to build the inexpensive homes of this section on a 7,000 sq. ft. lot, resistance would occur on the part of the buyer who would not like such a disproportionate amount of his home purchasing dollar being put into the land and not the house.



TYPICAL SUB-DIVISION LOT & PLOT PLAN

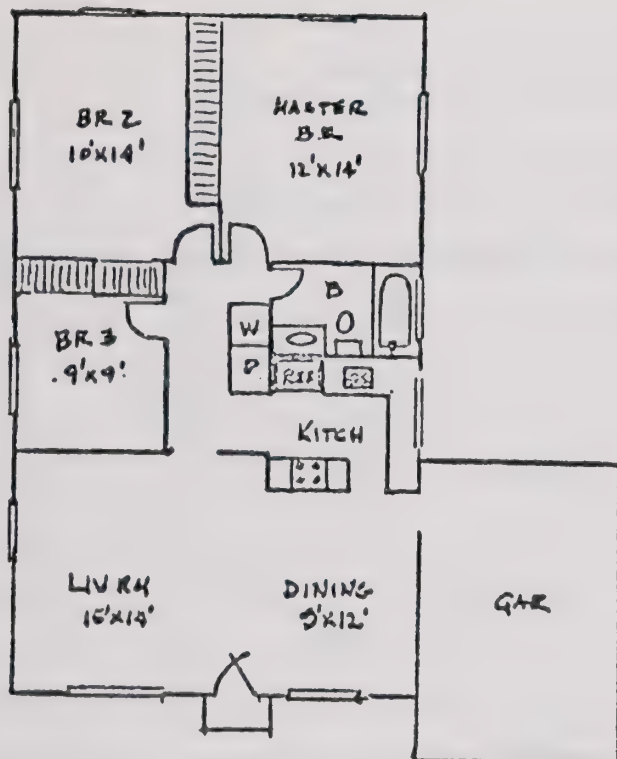
APPROX. 5000 SQUARE FOOT LOT

HOUSING TECHNICAL COMMITTEE SECTION V EXHIBIT

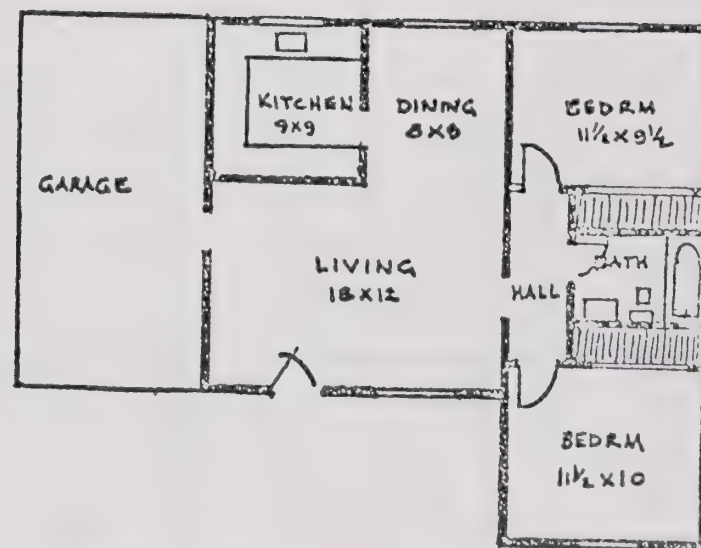
Section V
Page 9

JUNE 77

41.



1000 SQ. FT. 3 BEDRM "GLENWOOD" DRIVE



871 SQ. FT. 2 BEDRM WESTWOOD

* CROSS TABULATION OF HOMEOWNER'S ANNUAL INCOME AND MONTHLY HOUSE PAYMENT

		HOMEOWNER'S ANNUAL INCOME																		
MONTHLY HOUSE PAYMENT	LESS THAN \$5,000		\$5,000- 7,499		\$7,500- 9,999		\$10,000- 12,499		\$12,500- 14,999		\$15,000- 17,499		\$17,500- 19,999		\$20,000- 29,999		\$30,000- 39,999		\$40,000+	
	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B
\$ 0-99	615	12%	258	8%	207	6%	237	4%	139	4%	83	3%	132	2%	22	2%	8	-	-	-
\$100-149	174	30%	148	20%	125	15%	262	11%	224	9%	148	8%	184	5%	20	4%	9	-	-	-
\$150-199	63	42%	78	28%	160	21%	290	16%	244	12%	178	11%	205	7%	16	5%	8	-	-	-
\$200-249	37	54%	46	36%	56	27%	267	20%	287	16%	194	14%	221	9%	47	7%	18	-	-	-
\$250-299	15	66%	21	44%	19	33%	136	24%	165	19%	161	17%	200	11%	52	8%	14	-	-	-
\$300-349	10	78%	16	52%	17	39%	50	29%	79	23%	92	20%	143	13%	33	10%	18	-	-	-
\$350-399	3	90%	3	60%	6	45%	4	33%	41	26%	37	23%	88	15%	18	11%	12	-	-	-
\$400-499	3	-	3	72%	1	54%	8	40%	21	32%	26	27%	57	17%	22	14%	19	-	-	-
\$500+	6	-	4	80%	7	60%	10	44%	7	35%	4	30%	16	19%	13	15%	15	-	-	-
ACTUAL RESPONSE	926		577		598		1264		1248		923		1246		243		121			
APPROX. NO RE- SPONSE QUANTITY	382		235		235		529		500		382		500		88		59			
APPROX. TOTAL	1308		812		833		1793		1748		1305		1746		331		180			
% OF SURVEY	13%		8%		8%		18%		17%		13%		17%		3%		2%			

SAMPLE SIZE 10,086 - 2,940 NO RESPONSES = 7146 SURVEY RESPONSE

COLUMN A INDICATES THE TOTAL NUMBER OF HOMEOWNERS IN THAT PARTICULAR INCOME CATEGORY PAYING THE CORRESPONDING MONTHLY HOUSE PAYMENT.

COLUMN B INDICATES WHAT PERCENTAGE OF THEIR ANNUAL INCOME THE HOMEOWNERS IN THE PARTICULAR MONTHLY HOUSE PAYMENT CATEGORY ARE SPENDING FOR HOUSING. THE FORMULA USED IN CALCULATING THIS PERCENTAGE IS AS FOLLOWS:

$$\frac{12 \times \text{MEDIAN MONTHLY HOUSE PAYMENT PER CATEGORY}}{\text{MAXIMUM ANNUAL INCOME PER CATEGORY}} = \% \text{ OF THE ANNUAL INCOME SPENT ON HOUSING}$$

BASED UPON THE SURVEY ABOVE 9.1% OF THE HOMEOWNERS IN NAPA PAY MORE THAN 25% OF THEIR ANNUAL INCOME FOR HOUSING; IN ADDITION 5.1% PAY MORE THAN 50% OF THEIR ANNUAL INCOME FOR HOUSING.

SOURCE: 1975 SPECIAL CENSUS

NAPA HOUSING AUTHORITY/MSD

AUGUST 1976

CROSS TABULATION OF RENTER'S ANNUAL INCOME AND MONTHLY RENTAL COST

RENTER'S ANNUAL INCOME																		
MONTHLY RENT	LESS THAN \$5,000		\$5,000- 7,499		\$7,500- 9,999		\$10,000- 12,499		\$12,500- 16,999		\$17,000- 19,999		\$20,000- 29,999		\$30,000- 39,999		\$40,000+	
	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B
\$ 0-99	256	12%	46	8%	27	6%	29	4%	13	4%	4	3%	2	2%	0	-	0	-
\$100-149	331	30%	145	20%	98	15%	74	11%	41	9%	13	8%	12	5%	1	4%	0	
\$150-199	278	42%	220	28%	204	21%	269	16%	154	12%	45	11%	54	7%	1	5%	6	
\$200-249	47	54%	33	36%	62	27%	124	20%	78	16%	41	14%	39	9%	2	7%	4	
\$250-299	12	66%	10	44%	21	33%	53	24%	29	19%	16	17%	30	11%	7	8%	0	
\$300-349	2	78%	7	52%	3	39%	12	29%	9	23%	14	20%	19	13%	3	10%	0	
\$350-399	0	-	0	-	1	45%	4	33%	2	25%	4	23%	5	15%	0	-	0	
\$400-499	1	-	2	72%	0	-	1	40%	0	-	0	-	3	17%	0	-	0	
\$500+	1	-	1	80%	1	60%	4	44%	1	35%	0	-	2	10%	1	15%	0	
TOTAL	928		464		417		570		327		137		166		15		10	
% OF SURVEY	31%		15%		14%		19%		11%		5%		5%		-		-	
TOTAL SURVEY SIZE 3034 RENTAL HOUSEHOLDS																		

COLUMN A INDICATES THE TOTAL NUMBER OF RENTAL HOUSEHOLDS IN THAT PARTICULAR INCOME CATEGORY PAYING THE CORRESPONDING MONTHLY RENT.

COLUMN B INDICATES WHAT PERCENTAGE OF THEIR ANNUAL INCOME THE HOUSEHOLDS IN THAT PARTICULAR MONTHLY RENTAL CATEGORY ARE SPENDING ON RENT. THE FORMULA USED IN CALCULATING THIS PERCENTAGE IS AS FOLLOWS:

$$\frac{12 \times \text{MEDIAN MONTHLY RENT PER CATEGORY}}{\text{MAXIMUM ANNUAL INCOME PER CATEGORY}} = \% \text{ OF THE ANNUAL INCOME SPENT ON HOUSING}$$

BASED UPON THE SURVEY ABOVE 34.7% OF THE RENTERS IN NAPA PAY MORE THAN 25% OF THEIR ANNUAL INCOME FOR HOUSING; IN ADDITION 2.3% PAY MORE THAN 50% OF THEIR ANNUAL INCOME FOR HOUSING.

SOURCE: 1975 SPECIAL CENSUS

NAPA HOUSING AUTHORITY /MSD AUGUST 1976

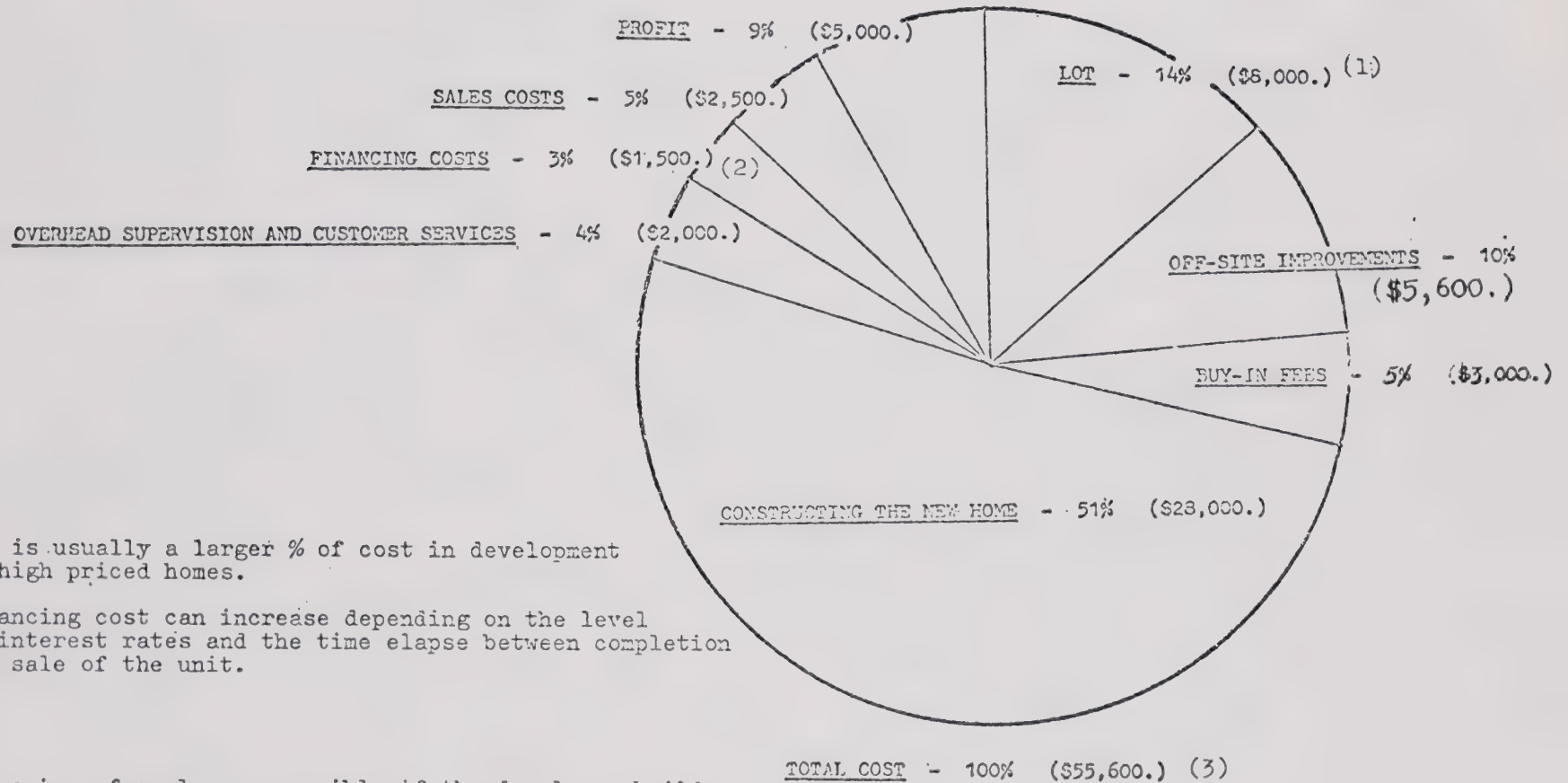
TOTAL MONTHLY HOMEOWNERS COSTS FOR SELECTED INCOME GROUPS

ANNUAL INCOME 5% DOWN PAYMENT	MAXIMUM HOME PURCHASE PRICE	DOWN PAYMENT	MONTHLY MORTGAGE PAYMENT (PRINCIPAL & INTEREST) @ 9% ANNUAL INTEREST RATE		APPROXIMATE MONTHLY & ANNUAL PROPERTY TAXES (\$11. per \$100. of Assessed Valuation)		APPROXIMATE MONTHLY & ANNUAL INSURANCE COSTS (Broad Form Homeowner's Policy)		TOTAL MONTHLY HOUSING COSTS (P+I+T+I)		% OF MONTHLY AND ANNUAL INCOME FOR TOTAL HOUSING COSTS	
			LOAN PERIOD						LOAN PERIOD		LOAN PERIOD	
			25 Year	30 Year	MONTHLY	ANNUAL	MONTHLY	ANNUAL	25 Year	30 Year	25 Year	30 Year
\$10,000 (x2 $\frac{1}{2}$)	\$25,000	\$1,250	\$199.32	\$191.10	\$ 57.29	\$ 687.50	\$ 9.33	\$112	\$265.94	\$257.72	32%	31%
12,000 (x2 $\frac{3}{4}$)	30,000.	1,500	239.18	229.32	68.75	825.00	11.33	136	319.26	309.40	32%	31%
14,000 (x2 $\frac{3}{4}$)	35,000.	1,750	279.04	267.54	80.20	962.50	13.58	163	372.82	361.32	32%	31%
16,000 (x2 $\frac{3}{4}$)	40,000.	2,000	318.90	305.76	91.66	1,100.00	16.08	193	426.64	413.50	32%	31%
18,000 (x2 $\frac{3}{4}$)	45,000.	2,250	358.77	343.98	103.13	1,237.50	19.25	231	481.15	466.36	32%	31%
20,000 (x2 $\frac{3}{4}$)	50,000.	2,500	398.63	382.20	114.58	1,375.00	22.58	271	535.79	519.36	32%	31%
<u>10% DOWN PAYMENT</u>												
\$10,000 (x2 $\frac{1}{2}$)	\$25,000	\$2,500	\$188.82	\$181.05	\$ 57.29	\$ 687.50	\$ 9.33	\$112	\$255.44	\$247.68	31%	30%
12,000 (x2 $\frac{3}{4}$)	30,000.	3,000	226.59	217.25	68.75	825.00	11.33	136	306.67	297.33	31%	30%
14,000 (x2 $\frac{3}{4}$)	35,000.	3,500	264.35	253.46	80.20	962.50	13.58	163	358.13	347.24	31%	30%
16,000 (x2 $\frac{3}{4}$)	40,000.	4,000	302.12	289.67	91.66	1,100.00	16.08	193	409.86	397.41	31%	30%
18,000 (x2 $\frac{3}{4}$)	45,000.	4,500	339.88	325.88	103.13	1,237.50	19.25	231	462.26	448.26	31%	30%
20,000 (x2 $\frac{3}{4}$)	50,000	5,000	377.64	362.09	114.58	1,375.00	22.58	271	514.80	499.25	31%	30%
<u>\$10,000 DOWN PAYMENT</u>												
\$10,000 (x2 $\frac{1}{2}$)	\$25,000.	\$10,000	\$125.88	\$120.70	\$ 57.29	\$ 687.50	\$ 9.33	\$112	\$192.11	\$187.32	23%	22%
12,000 (x2 $\frac{3}{4}$)	30,000	10,000	167.84	160.93	68.75	825.00	11.33	136	247.92	241.00	25%	24%
14,000 (x2 $\frac{3}{4}$)	35,000	10,000	209.80	201.16	80.20	962.50	13.58	163	303.58	294.94	26%	25%
16,000 (x2 $\frac{3}{4}$)	40,000	10,000	251.76	241.39	91.66	1,100.00	16.08	193	359.50	349.13	27%	26%
18,000 (x2 $\frac{3}{4}$)	45,000	10,000	293.72	281.62	103.13	1,237.50	19.25	231	416.10	404.00	28%	27%
20,000 (x2 $\frac{3}{4}$)	50,000	10,000	335.68	321.85	114.58	1,375.00	22.58	271	472.84	459.01	28%	28%

NOTE: Additional one-time costs are incurred by the home purchaser to initiate the finalization of the loan procedure. These "closing costs" include Title Insurance, Loan Fees, Appraisal Fees, Recording Fees, etc.. Approximate total closing costs are as follows: \$25,000 Home = \$950; \$30,000 Home = \$1,140; \$35,000 Home = \$1,330; \$40,000 Home = \$1,520; \$45,000 Home = \$1,710; \$50,000 Home = \$1,900.

SOURCE: Compiled by Napa Housing Authority based on information from Bank of America; Gilbralter Savings & Loan; Continental Insurance Co; and Title Insurance & Trust.

PERCENTAGE BREAKDOWN OF NEW HOUSING CONSTRUCTION COSTS
PLUS LAND COSTS FOR AVERAGE BAY AREA 3 BEDROOM DWELLING



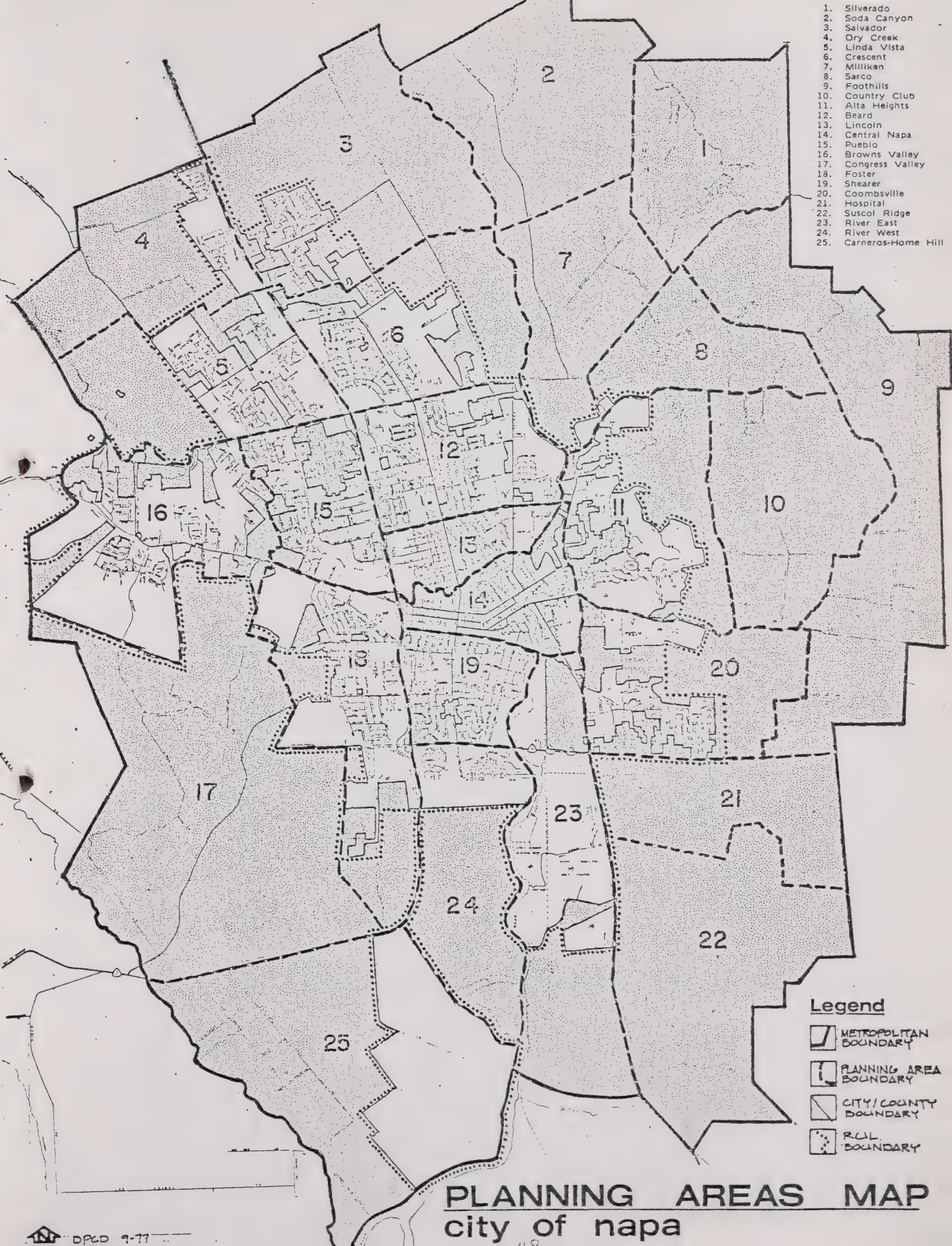
(1) Lot is usually a larger % of cost in development of high priced homes.

(2) Financing cost can increase depending on the level of interest rates and the time elapse between completion and sale of the unit.

(3) Economies of scale are possible if the developer builds a large number of houses simultaneously. No significant saving result until 25-30 units are built at one time; the maximum savings is about 10-20% of total cost if 100 or more houses are constructed. Note that it is not the total number of units in a subdivision which is the critical factor in realizing economies of scale, but the number being constructed at any one time.
Source: "The Cost Elements of a New \$55,600. Bay Area Merchant Built Home"

Prepared by
HA 1-77/MD

1. Silverado
2. Soda Canyon
3. Salvador
4. Dry Creek
5. Linda Vista
6. Crescent
7. Milliken
8. Sarco
9. Foothills
10. Country Club
11. Alta Heights
12. Beard
13. Lincoln
14. Central Napa
15. Pueblo
16. Browns Valley
17. Congress Valley
18. Foster
19. Shearer
20. Coombsville
21. Hospital
22. Suscol Ridge
23. River East
24. River West
25. Carneros-Hill Hill



Legend

-  METROPOLITAN BOUNDARY
-  PLANNING AREA BOUNDARY
-  CITY/COUNTY BOUNDARY
-  R/L BOUNDARY

PLANNING AREAS MAP

city of napa

NAPA HOUSING INVENTORY & PLANNING AREA SUMMARIES

DPCD/FA 2/23/76

Total Dwelling Units per Planning Area based on October, 1975 Special Census	Within City Limits					County Land					County Land					Planning Area Sub- totals for each Dwelling Unit Type				Total All DT Types
					Area One Total	Within RUL Line					Outside RUL Line									
	SF	2-4	5+	MH		SF	2-4	5+	MH	Total	SF	2-4	5+	MH	Total	SF	2-4	5+	MH	
1. Silverado	0	0	0	0	0	0	0	0	0	0	211	76	346	0	633	211	76	346	0	633
2. Soda Canyon	0	0	0	0	0	0	0	0	0	0	208	0	0	0	208	208	0	0	0	208
3. Silverado	730	6	0	91	827	92	2	0	0	94	136	0	0	2	138	958	0	0	95	1053
4. Dry Creek	19	2	0	548	569	13	0	0	0	13	125	0	0	0	125	157	2	0	543	702
5. Soda Vista	1062	24	15	0	1101	33	0	0	0	33	25	0	0	0	25	1180	24	15	0	1199
6. Crescent	1235	144	113	1	1493	44	0	5	0	49	92	0	0	0	92	1371	144	113	1	1519
7. Milliken	0	0	0	0	0	0	0	0	0	0	169	4	0	0	173	169	4	0	0	173
8. Garco	3	0	0	0	3	0	0	0	0	0	266	8	0	0	274	269	8	0	0	277
9. North Hills	0	0	0	0	0	0	0	0	0	0	415	6	0	0	421	415	6	0	0	421
10. Rusty, Hub	0	0	0	0	0	0	0	0	0	0	215	3	5	0	228	215	8	0	0	223
11. All Rights	559	70	2	0	671	341	18	0	0	359	123	0	0	0	123	1063	88	2	0	1153
12. Carl	1393	463	559	285	2701	38	0	0	72	110	0	0	0	0	0	1431	463	559	358	2351
13. Lincoln	808	307	113	1	1229	3	0	0	0	3	0	0	0	0	0	811	307	113	1	1232
14. Central Home	525	351	497	87	1460	14	18	5	0	37	0	0	0	0	0	539	369	502	87	1497
15. Burle	933	130	57	0	1175	752	4	0	0	756	0	0	0	0	0	1740	134	57	0	1931
16. Burns Valley	957	0	0	0	957	95	0	0	0	95	17	0	0	0	17	1069	0	0	0	1069
17. Congress Valley	0	0	0	0	0	0	0	0	0	0	222	0	0	0	222	222	0	0	0	222
18. Foster	1293	344	302	0	1939	54	7	9	0	70	26	0	0	0	26	1373	351	311	0	2035
19. Warner	1390	377	313	0	2080	31	0	0	0	31	0	0	0	0	0	1421	377	313	0	2111
20. Cornville	572	171	12	0	855	451	73	46	34	654	93	0	0	0	93	1215	244	58	34	1502
21. Hospital	0	0	0	0	0	0	0	0	0	0	20	0	0	0	20	20	0	0	0	20
22. Gosool Ridge	0	0	0	0	0	0	0	0	0	0	10	0	0	0	10	10	0	0	0	10
23. River East	1	0	0	0	1	0	0	0	0	0	3	0	0	0	3	4	0	0	0	4
24. River West	256	27	221	1	505	0	0	0	0	0	0	0	0	0	0	256	27	221	1	505
25. Cameros - Hure Hill	4	0	0	0	4	0	0	0	0	0	171	0	0	0	171	175	0	0	0	175
TOTAL	10,045	2416	2804	1015	17,577	1951	122	65	156	2294	2547	102	351	2	3002	16,413	2640	2620	1173	22,975

2012

2006

2014

2007

2005

2004

2001

2002

2003

2008

2009

2011

2010

CENSUS TRACTS MAP
city of napa

**POPULATION, LOW & MODERATE INCOME, AND SPECIAL AGE GROUPS
FOR CENSUS TRACTS INCLUDING LAND WITHIN RUL LINE**

A. Demographic Distribution Per Total Survey Area

Census Tract	1975 Special Census				
	Census Tract Population (% of total)			Combined City & County Population Per Tract (% of total)	
	City	County	Total	*Low Income (Less than \$10,000/year)	*Low & Moderate Income (Less than \$13,500/year)
2001	260 (.5%)	0	260 (.5%)	221 (1%)	239 (.8%)
2002	6422 (14%)	98 (1%)	6520 (12%)	3775 (18%)	4884 (16%)
2003	2761 (6%)	1466 (14%)	4227 (8%)	1738 (8.2%)	2582 (8.3%)
2004	2066 (4%)	1350 (13%)	3416 (6%)	1311 (6.2%)	1878 (6%)
2005	9436 (20%)	191 (2%)	9627 (17%)	5046 (24%)	6756 (22%)
2006	5945 (13%)	660 (6%)	6605 (12%)	1374 (6.5%)	2623 (8.4%)
2007	8284 (18%)	2691 (26%)	10975 (19%)	2464 (12%)	4325 (14%)
2008	6734 (14%)	390 (4%)	7124 (13%)	2973 (14%)	4476 (14%)
2011	1489 (3%)	1993 (20%)	3482 (6%)	836 (4%)	1122 (4%)
2012	2760 (6%)	1344 (13%)	4104 (7%)	1423 (6.8%)	2203 (7%)
TOTAL	46157(100%)	10183(100%)	56340(100%)	21141 (100%)	31088 (100%)
% of Total Population	82%	18%	100%	38%	55%

B. Demographic Distribution Per Census Tract

Census Tract	1975 Special Census							
	Total Tract Population (City & County Total)	*Low Income (Less than \$10,000/year)		*Low & Moderate Income (Less than \$13,500/year)		Special Age Groups City & County % per tract total		1970 Census Low Income \$8,999 (City Only- % Per Tract)
		City ¹	County ²	City ¹	County ²	Age 18 and Younger	Age 65 and Older	
2001	260	221(85%)	0	239(92%)	0	39(15%)	68(26%)	70%
2002	6520	3725(58%)	50(51%)	4817(75%)	67(68%)	1500(23%)	1108(17%)	52%
2003	4227	1049(38%)	689(47%)	1629(59%)	953(65%)	1226(29%)	465(11%)	44%
2004	3416	744(36%)	567(42%)	1095(53%)	783(58%)	854(25%)	478(14%)	32%
2005	9627	4907(52%)	139(73%)	6605(70%)	151(79%)	2407(25%)	1540(16%)	46%
2006	6605	1189(20%)	185(28%)	2319(39%)	304(46%)	2378(36%)	396(6%)	21%
2007	10975	1657(20%)	807(30%)	2899(35%)	1426(53%)	3951(36%)	768(7%)	17%
2008	7124	2829(42%)	144(37%)	4242(63%)	234(60%)	1995(28%)	712(10%)	37%
2011	3482	119(8%)	717(36%)	342(23%)	780(58%)	1114(32%)	244(7%)	9%
2012	4104	966(35%)	457(34%)	1545(56%)	658(49%)	1231(30%)	574(14%)	19%

*"Low Income" base = 80% of median income per household

"Low & Moderate Income" base - 115% of median income per household

1. Percentages based on number of City residents only in the tract (See Chart A)

2. Percentages based on number of County residents only in the tract (See Chart A)

CENSUS COMPARISON - 1968 to 1975

The following data was compiled from the 1975 Special Census and from the 1968 Special Census. The data indicates the changes in housing types, family size, motor vehicle ownership, and other variables which have occurred in the seven years since 1968. The figures given are for the area within the city limits only. Data for the county area within the RUL Line is summarized at the end for 1975 only.

	1968	1975
Single Family Units	8,822 (74%)	12,117 (68%)
2 - 4 Family Units	1,487 (13%)	2,487 (14%)
5 + Family Units	1,025 (9%)	2,237 (13%)
Trailers	459 (4%)	1,015 (6%)
Other	99 (1%)	5 (0%)
TOTAL UNITS	11,892	17,861
Vacant Units	429 (3.6%)	643 (3.6%)
Households	11,463	17,218
Household Population	33,751	46,163
Group Quarters Population	428	704
TOTAL POPULATION	34,179	46,867
Population per Household	2.94	2.68
Single Family Units	3.28	3.04
2 - 4 Family Units	2.17	2.10
5 + Family Units	1.80	1.81
Trailers	1.79	1.63
Median Household Income	\$7,810	\$12,140
Motor Vehicles per Household	1.49	1.63
0 Motor Vehicles	1,001 (9%)	1,133 (8%)
1 Motor Vehicle	4,584 (43%)	5,528 (38%)
2 + Motor Vehicles	5,184 (48%)	7,916 (54%)
TOTAL MOTOR VEHICLES (approximately)	17,000	24,500

Data for the county areas within the RUL Line is approximate, since several census blocks are partly inside and partly outside the RUL Line. The data given includes all blocks totally within the RUL. The figure for total population (5,577) is therefore a low estimate. A high estimate can be calculated by summing the total county population of tracts 2001 through 2009 and part of 2011. This total is 7,431. The actual population of the county areas is therefore somewhere between 5,577 and 7,431, probably about 6,000.

County Blocks Completely Within the RUL

Housing Units	2,161
Vacant Units	47
Households	2,114
Household Population	5,576
Population Per Household	2.64
Group Quarters Population	1
TOTAL POPULATION - LOW ESTIMATE:	5,577
TOTAL POPULATION - HIGH ESTIMATE:	
(Tracts 2001 through 2009 and part of 2011)	7,431

Population Summary

City Population	46,867
Population of County Areas Within RUL Line (staff estimate)	6,000
TOTAL ESTIMATED POPULATION INSIDE RUL:	52,867

DPCD/January '77/WFD

CITY OF NAPA SPECIAL CENSUS QUESTIONS AND RESPONSES - 9-75

DPCD

17,861	Housing Units
643	Vacant Units
17,218	Households
46,163	Household Population
268	Population per Household
704	Group Quarters Population
46,867	Total Population

Special Questions

1. In what area does the primary wage earner work?

1,859 (10.79%)	0. No response
89 (0.52%)	1. Calistoga Area
196 (1.14%)	2. St. Helena - Angwin Area
261 (1.52%)	3. Yountville Area
6,177 (35.87%)	4. Napa (South to Jameson Canyon and Incorporated Airport)
2,123 (12.33%)	5. South Napa County (Jameson Canyon South and Vallejo, Mare Island, Benicia)
322 (1.87%)	6. Fairfield - Northern Solano County
855 (4.85%)	7. Bay Area (Below Carquinez Straits)
137 (0.80%)	8. Marin - Southern Sonoma County
327 (1.90%)	9. Santa Rosa, Northern Sonoma County, and other
4,896 (28.43%)	BLANK: Unemployed, not in labor force

2. In what area does the second wage earner in the household work?

1,301 (7.55%)	0. No response
47 (0.27%)	1. Calistoga Area
95 (0.55%)	2. St. Helena - Angwin Area
174 (1.01%)	3. Yountville Area
3,511 (20.39%)	4. Napa (South to Jameson Canyon and Incorporated Airport)
293 (1.70%)	5. South Napa County (Jameson Canyon South and Vallejo, Mare Island)
39 (0.23%)	6. Fairfield - Northern Solano County

106 (0.62%)	7. Bay Area (Below Carquinez Straits)
34 (0.20%)	8. Marin - Southern Sonoma County
60 (0.35%)	9. Santa Rosa, Northern Sonoma County and other
11,562 (67.14%)	BLANK: No second wage earner, unemployed, not in labor force
3. Which category best describes the racial or ethnic identity of this household?	
2,057 (11.94%)	0. No response
14,333 (83.22%)	1. White/Caucasian
36 (0.21%)	2. Black/Negro
104 (0.60%)	3. American Indian
320 (1.86%)	4. Mexican/Mexican-American/Chicano
63 (0.37%)	5. Other Latin American origin (includes Puerto Rican, Cuban, Central and South American)
28 (0.16%)	6. Filipino
30 (0.17%)	7. Japanese
41 (0.24%)	8. Chinese
136 (0.79%)	9. Other racial or ethnic identity
74 (0.43%)	R
4. How many motor vehicles (include company cars, motorcycles for highway use and pickup trucks) and bicycles are regularly kept overnight by members of this household?	
2,645 (15.36%)	0. No response
3,541 (20.56%)	1. One motor vehicle/no bicycle
1,131 (6.57%)	2. One motor vehicle/one bicycle
856 (4.97%)	3. One motor vehicle/two or more bicycles
2,139 (12.42%)	4. Two motor vehicles/no bicycle
1,003 (5.82%)	5. Two motor vehicles/one bicycle
2,374 (13.78%)	6. Two motor vehicles/two or more bicycles
578 (3.36%)	7. Three or more vehicles/no bicycles
466 (2.71%)	8. Three or more vehicles/one bicycle
1,356 (7.87%)	9. Three or more vehicles/two or more bicycles
1,133 (6.58%)	BLANK: None
5. In which area do you do most of your shopping? (exclude grocery)	
3,117 (18.10%)	0. No response

9472 (55.00%) 1. Downtown Napa
 2544 (14.77%) 2. Elsewhere in Napa
 66 (0.38%) 3. Up Valley
 371 (2.15%) 4. Vallejo/Fairfield
 802 (4.66%) 5. Sun Valley (Concord)
 95 (0.55%) 6. Coddingtontown (Santa Rosa)
 43 (0.25%) 7. Northgate (San Rafael)
 207 (1.2%) 8. San Francisco
 403 (2.34%) 9. Other
 102 (0.59%) R

6. What public facility or service do you feel is needed, or most needs improvement?

5300 (30.77%) 0. No response
 1049 (6.09%) 1. Acquire neighborhood parks
 978 (5.45%) 2. Develop neighborhood parks
 1811 (10.52%) 3. Bike paths
 800 (4.65%) 4. Better roads
 307 (1.78%) 5. Hiking and horse trails
 1784 (10.36%) 6. Better bus system
 929 (5.39%) 7. Police and fire protection
 3189 (18.52%) 8. Recreation facilities (tennis courts, baseball fields, etc.)
 991 (5.75%) 9. Other
 124 (0.72%) R

7. How many rooms are there in your living unit (do not count bathrooms, porches, balconies, foyers, halls or half-rooms)?

2855 (16.75%) 0. No response
 151 (0.88%) 1. One room with kitchen and bath
 315 (1.83%) 2. Two rooms
 1165 (6.76%) 3. Three rooms
 3043 (17.70%) 4. Four rooms
 3805 (22.11%) 5. Five rooms
 3235 (18.90%) 6. Six rooms
 1551 (9.01%) 7. Seven rooms
 811 (4.71%) 8. Eight rooms or more
 119 (0.69%) 9. One room without kitchen or bath
 114 (0.66%) R

8. Do you own or rent? When did the head of household move into Napa County?

3038 (17.64%) 0. No response
 5850 (33.97%) 1. Own - before 1963
 1637 (9.62%) 2. Own - 1963 - 1970
 1572 (9.13%) 3. Own - 1971 - 1973
 548 (3.18%) 4. Own 1974
 481 (2.79%) 5. Own 1975 - September 1975
 1910 (11.09%) 6. Rent - before 1971
 763 (4.43%) 7. Rent - 1971 to 1973
 615 (3.57%) 8. Rent - 1974
 676 (3.93%) 9. Rent - 1975 - September 1975
 112 (0.65%) R

9. Which category best describes the monthly rental or house payment? (exclude utilities, include taxes and insurance)

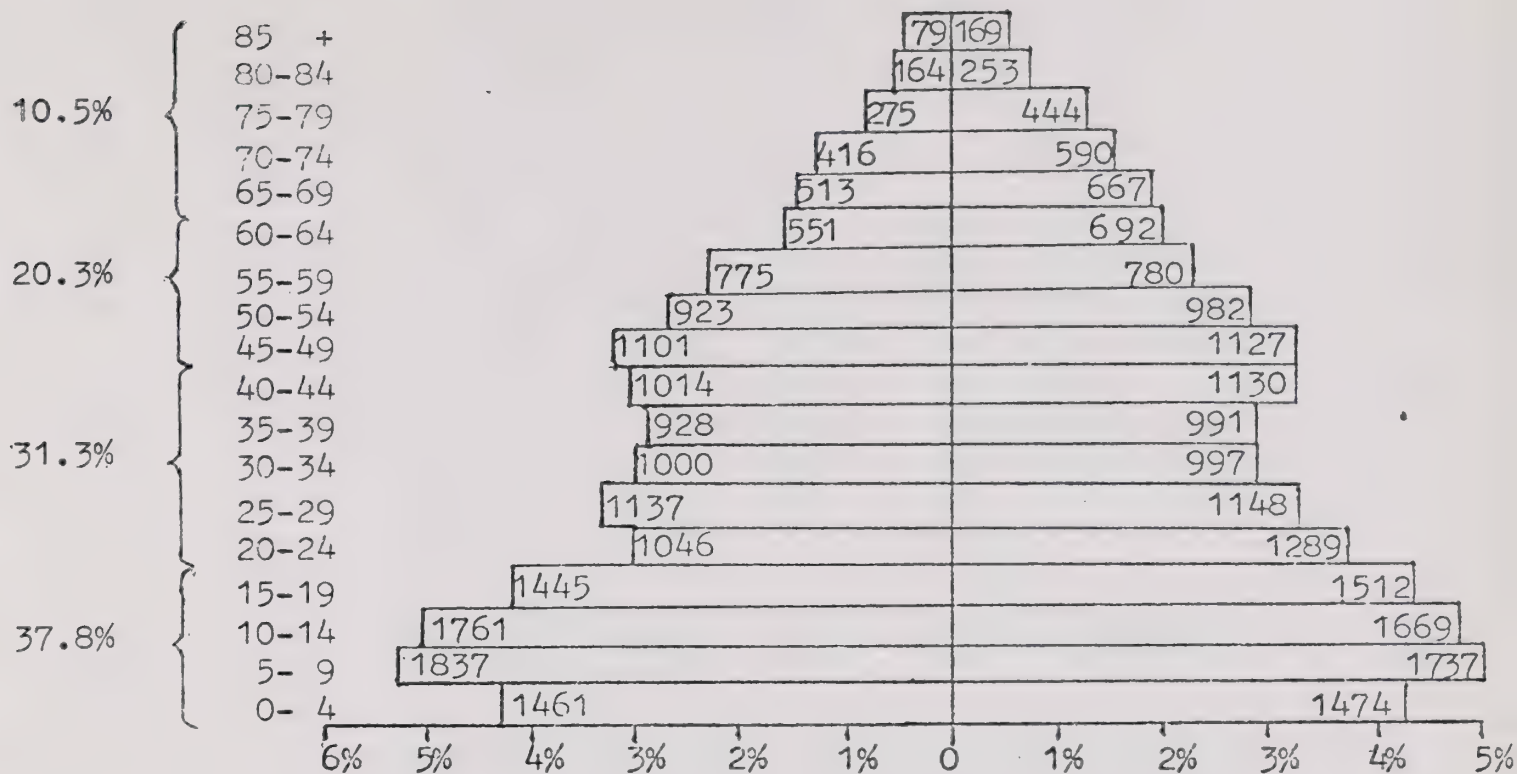
4800 (27.87%) 0. No response
 2571 (14.93%) 1. \$0 to \$99
 2470 (14.34%) 2. \$100 to \$149
 3018 (17.52%) 3. \$150 to \$199
 1930 (11.21%) 4. \$200 to \$249
 1128 (6.55%) 5. \$250 to \$299
 626 (3.65%) 6. \$300 to \$349
 288 (1.67%) 7. \$350 to \$399
 194 (1.13%) 8. \$400 to \$499
 113 (0.66%) 9. \$500 or More
 82 (0.48%) R

10. Which category best describes this household's total income from all sources in 1974? (flashcard)

6456 (37.49%) 0. No response
 2001 (11.62%) 1. Less than \$5,000
 1093 (6.35%) 2. \$5,000 to \$7,499
 1018 (5.90%) 3. \$7,500 to \$9,999
 1931 (11.21%) 4. \$10,000 to \$13,499
 1538 (9.22%) 5. \$13,500 to \$16,999
 1097 (6.37%) 6. \$17,000 to \$19,999
 1473 (8.55%) 7. \$20,000 to \$29,999
 280 (1.67%) 8. \$30,000 to \$39,999
 139 (0.81%) 9. \$40,000 to More
 86 (0.50%) R

COMPARISON OF AGE DISTRIBUTION PYRAMIDS 1968 - 1975

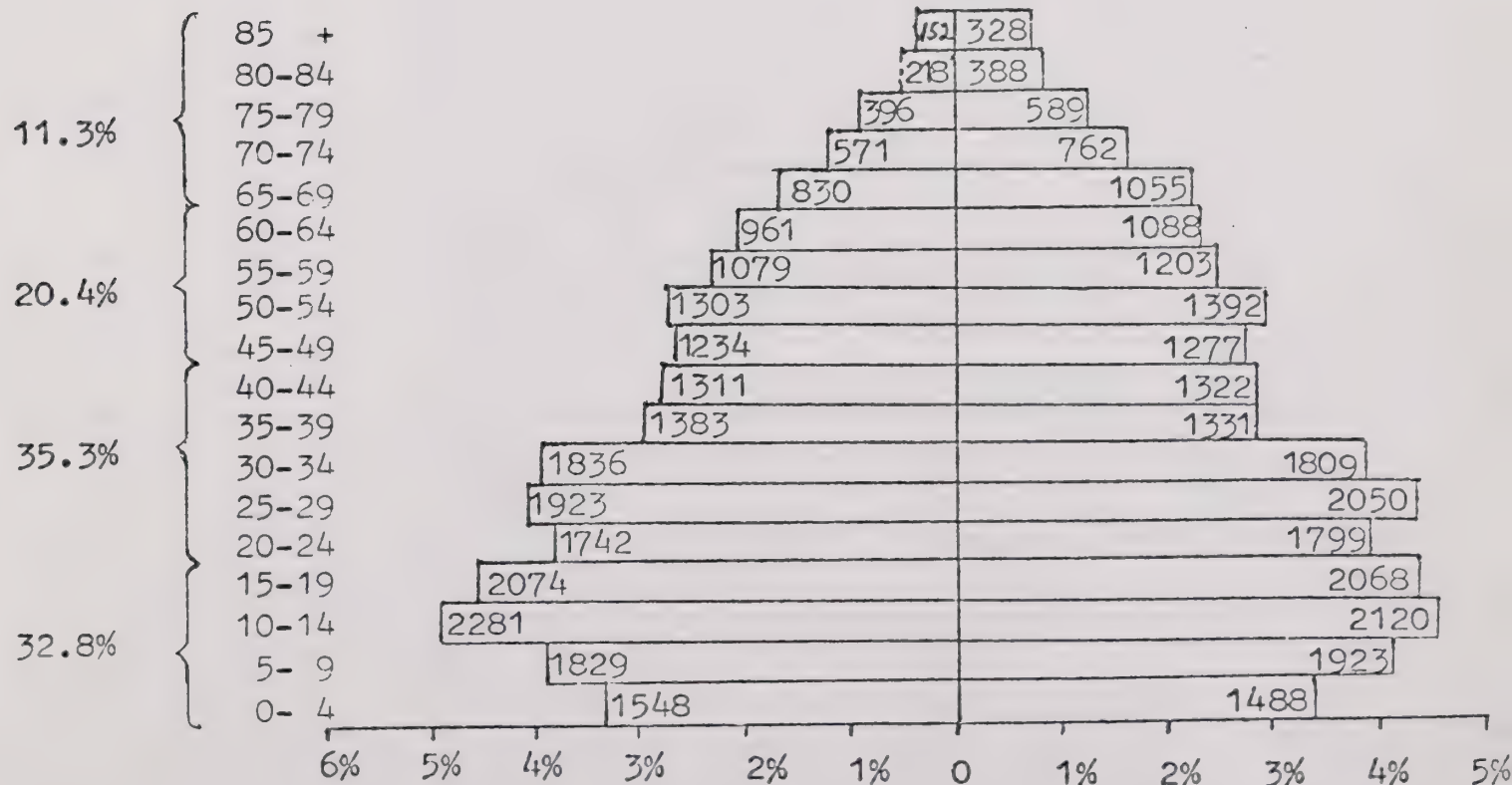
1968



MALE

FEMALE

1975



MALE

FEMALE

OCCUPANCY & AGE DISTRIBUTION WITHIN THE CITY OF NAPA'S RUL LINE

	WITHIN NAPA CITY LIMITS										UNINCORPORATED AREA WITHIN RESIDENTIAL URBAN LIMIT LINE									
	PlanningArea Population WithinNapa CityLimits	OWNERS		RENTERS		AGE CATEGORIES - %					Unincorporated PlanningArea Population WithinRulLine	OWNERS		RENTERS		AGE CATEGORIES - %				
		#	%	#	%	0-19	20-29	30-49	50-64	65+		#	%	#	%	0-19	20-29	30-49	50-64	65+
1. Silverado	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2. Soda Canyon	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3. Salvador	2915	665	92%	58	8%	45%	12%	30%	8%	5%	323	120	86%	17	14%	40%	10%	25%	18%	7%
4. Lrv Creek	978	452	93%	34	7%	6%	4%	10%	38%	42%	*	*	*	*	*	*	*	*	*	*
5. Linda Vista	3799	889	91%	96	9%	43%	13%	32%	9%	3%	*	*	*	*	*	*	*	*	*	*
6. Crescent	4812	1623	90%	185	10%	40%	11%	30%	14%	5%	125	38	73%	14	27%	30%	14%	25%	14%	7%
7. Milliken	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8. Sarno	*	*	*	*	*	*	*	*	*	*	0	0	0	0	0	0	0	0	0	0
9. Foothills	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10. Country Club	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11. Alta Heights	1778	445	79%	121	21%	31%	12%	24%	21%	12%	851	223	80%	56	20%	26%	16%	21%	19%	18%
12. Beard	6307	1267	63%	744	37%	29%	18%	23%	15%	15%	191	62	82%	14	18%	18%	11%	17%	22%	32%
13. Lincoln	2696	510	52%	480	48%	25%	22%	16%	18%	19%	*	*	*	*	*	*	*	*	*	*
14. Central Napa	2654	371	41%	543	59%	23%	24%	20%	15%	18%	85	9	31%	20	69%	28%	22%	18%	14%	15%
15. Pueblo	3523	758	76%	245	24%	36%	10%	27%	15%	12%	2302	582	86%	98	14%	38%	14%	24%	16%	5%
16. Browns Valley	2932	863	96%	30	4%	38%	9%	33%	15%	5%	253	60	92%	5	8%	33%	16%	24%	20%	7%
17. Congress Valley	0	0	0	0	0	0	0	0	0	0	*	*	*	*	*	*	*	*	*	*
18. Foster	5095	944	66%	438	34%	32%	23%	22%	14%	9%	151	26	76%	8	24%	31%	5%	28%	20%	16%
19. Shearer	4798	949	64%	536	36%	25%	23%	20%	16%	16%	57	34	92%	3	8%	19%	7%	34%	23%	31%
20. Combsville	2497	516	80%	128	20%	38%	19%	25%	12%	6%	1434	334	75%	110	25%	25%	16%	22%	20%	17%
21. Hospital	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22. Scagnol Ridge	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23. River East	*	*	*	*	*	*	*	*	*	*	0	0	0	0	0	0	0	0	0	0
24. River West	1241	242	65%	133	35%	32%	15%	29%	18%	6%	0	0	0	0	0	0	0	0	0	0
25. Jarnanos - Home Hill	*	*	*	*	*	*	*	*	*	*	0	0	0	0	0	0	0	0	0	0

*Not calculable with accuracy due to the limited number of dwelling units present.

SOURCE: 1975 Special Census Napa Housing Authority MSD 3-11-77

CITY OF NAPA
PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT
INVENTORY OF APPROVED PROJECTS
AS OF SEPTEMBER 1, 1977

PROJECT	Development Stage			
	A	B	C	D
1. Linden Subdivision	14			
2. Broadmoor Subdivision, Unit #3B	14			
3. Marina Vista II Apartments (PRP-76)	42			
4. Hidden Valley Townhouses (SA-102)	24			
5. Terrace Green Subdivision	1			
6. Brookside Townhouses Unit #2	18			
7. El Nido Subdivision (PM-289) 3 D.U.	3			
8. Heather Estates Subdivision (SA-130) 57 D.U.	57			
9. Hess Apartments (PRP-63) 34 Units	34			
10. Luce (PRP-64) 5 Units	5			
11. Oak Creek Subdivision #1 (SA-120) 65 Units	34			
12. Sylvia Court Subdivision (SA-128) 14 Units	11			
13. Vincent Heights Subdivision		11		
14. Keller SP & R-2 lots (SA-133)		14		
15. Springhill Subdivision (SA-124)	124			
16. River Glen Apartments (UP-663)	100			
17. Tamarisk Subdivision (SA-127)		82		
18. Quail Valley Estates Subdivision	41			
19. Central Park Subdivision (SA-125)			16	
20. Mission Creek Subdivision (SA-137)			63	
21. Lincoln Creek Subdivision (SA-138)			15	
22. Newport North Townhouses #5				489
23. Oak Creek #2 Subdivision (SA-126)		64		
24. Stonebridge Subdivision		133		
25. Newport North #4B Townhouses (SA-141)		18		
26. Willow Glen Subdivision (SA-140)		12		
27. Pueblo Terrace Subdivision (SA-139)	20			
28. C. M. Marsh (Lois D. Townhouses) (SA-143)		40		
29. A & B Land Co. Subdivision (SA-142)			116	
30. John P. Towey duplex (PRP-86)			2	
31. Harold Joens Construction Co. (PRP-84)			4	
32. Warrington Duplexes (PRP-83)			4	
33. Perez duplex (UP-717)			2	
TOTAL	582	374	222	489
(May 31, 1977 Inventory)	(642)	(665)	(231)	(579)
(Feb. 15, 1977 Inventory)	(634)	(396)	(402)	(579)
(April, 1976 Inventory)	(704)	(343)	(89)	(261)
(April, 1975 Inventory)	(816)	(74)	(537)	(287)
(December, 1974 Inventory)	(878)	(339)	(384)	(234)

A-- All City approvals obtained (including final subdivision map; use permits; PERC):
building permits yet to be issued

B - Preliminary Map or Tentative Map approval on single-family projects, or EIR contract
fees paid to City for other projects

C - Recently filed, action pending

D - Under discussion but not officially filed

Removed from previous inventory listing:

College West Apts. - permits issued

Vintage Park Subdivision, Unit #2

Rev. Paul Price Duplexes

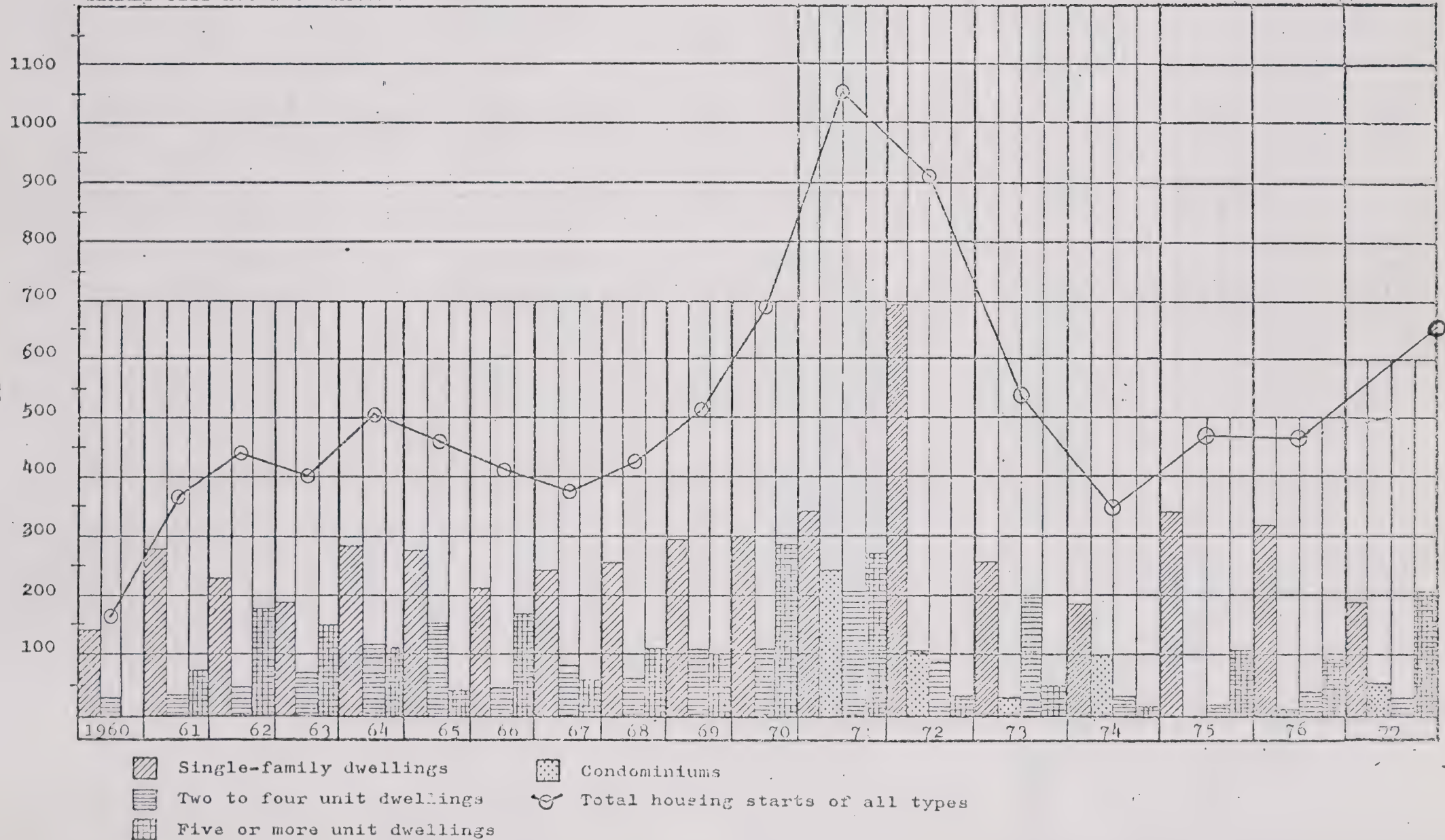
Miller Estates Subdivision

The Creek Townhouses

Newport North Townhouses #4a

Novack Homes Subdivision - expired

YEARLY CITY HOUSING STARTS BY TYPE

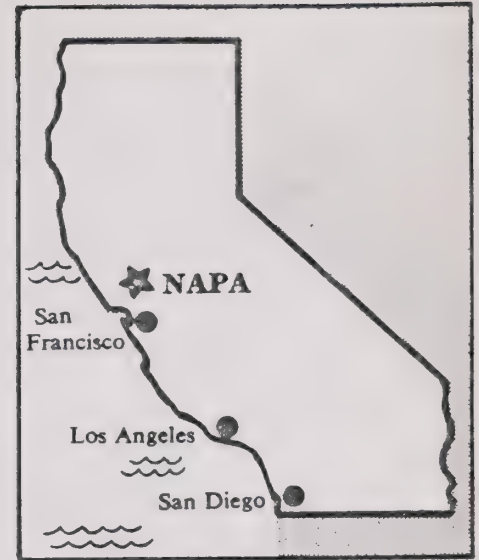


COMMUNITY ECONOMIC PROFILE

for

NAPA, NAPA COUNTY, CALIFORNIA 94558

Prepared by the
Napa Chamber of Commerce
Napa County Development Council
Based on the format established by
the California Chamber of Commerce
April, 1975



1. LOCATION:

Napa, incorporated March 23, 1872, is located 391 miles north of Los Angeles, 52 miles northeast of San Francisco, and 61 miles from Sacramento. Napa is included in the nine Bay Area counties.

2. ECONOMIC GROWTH AND TRENDS:

	1950	1960	1970	January 1975
Population in the County	46,603	65,890	79,140	87,100
Retail Sales Tax - County	\$40,422,000	\$67,166,000	\$127,523,000	\$223,354,000
Population in City Limits	13,579	22,170	36,786	45,450
Total Taxable Retail Sales/City	-	\$40,036,000	\$80,386,000	\$124,769,000
Occupied Dwellings - City	6,960	11,922	18,437	21,278
School Enrollment, GR K-6	5,033	6,426	8,339	7,834

Sources: Napa County Planning Department, Napa Valley Unified School District, U. S. Post Office-Napa, and State Board of Equalization.

3. CLIMATE:

Period	Min. ^o	Mean ^o	Max. ^o	RAIN Inches	HUMIDITY*	ELEVATION
Jan.	37.4	47.6	57.7	4.86	A study of data suggests that the average value during the summer may be around 60% to 65%, while in the winter it reaches nearly 80%. After-noon readings during most of the year will average around 45% to 55% while in the early morning hours the humidity will range in the 80s & 90s.	17 ft.
Apr.	43.0	56.6	70.2	1.73		PREVAILING WINDS: Direction: W-SW Mean Hourly Speed: 7.1 Knots SOURCE: U.S.Dept. of Commerce Weather Bureau
Jul.	52.2	67.2	82.1	0.01		
Oct.	46.5	61.8	77.1	1.22		
Year	44.8	58.3	71.8	23.88		

4. TRANSPORTATION:

Rail: Southern Pacific daily for freight; connector passenger service is available at Oakland, Martinez and Davis.

Truck: 8 regularly scheduled ICC approved lines plus approximately 100 contract carriers. [Overnight truck delivery to all San Francisco Bay Area including Contra Costa County.]

Air: San Francisco International 41 miles; Oakland International 38 miles; Berkeley Heliport 25 miles; Napa County Airport has commuter airline to San Francisco.

Bus: Greyhound Lines West, Local service by City of Napa; Dial-A-Ride service by County of Napa [One day bus delivery to anywhere in California].

Water: Barge service is available.

Highways: U. S. Interstate 80, State Highways 12, 29, 121, 128.

5. INDUSTRIAL SITES:

There are 348.97 acres in the city limits zoned for (M) light to moderate industry: about 57.14% is vacant and available in parcels ranging in size from 0.25 acres to 75.69 acres. Included in this acreage total are 2 industrial parks or districts. Typical sales prices during 1974 ranged from \$10,000 to \$35,000 per acre. The terrain is level to 3%. Drainage is good. Subsoil is gravel-clay, and piling is not required (applicable only to individual parcels). Sizes of water mains range from 6" to 36". Sizes of sewer lines range from 6 to 24 inches.

Site data compiled in cooperation with: Napa City Planning Department.

Description of site on or off rail lines, zoned or unzoned, outside city limits or in other tracts or districts: several thousand acres of undeveloped land south of Napa zoned for industry and protected from intrusion by residential or commercial developments. This land is available in parcels of 1 to 400 acres. Current asking price range from \$8,000 to \$30,000 per acre. Adequate supplies of water, gas and electricity are contiguous to the entire area and a great deal of this acreage is accessible to the Southern Pacific rail lines. Site data compiled by County of Napa Planning Department and Napa County Development Council.

6. WATER SUPPLY:

Name of Supplier: City of Napa - Water Division, 955 School Street, Napa. Maximum pumping capacity 35 million gal/day. Average consumption 12 mg/d. Cost per 1,000 gallons in quantities of 100,000 gal/month: \$.45 inside City/.75 outside. Cost per 1,000 gallons in quantities of 1,000,000 gal/month: \$.32 inside City/.75 outside. Water connections charges: 3/4" = \$285, 1" = \$325, 1 1/2" = \$460, 2" = \$600.

7. SEWER SERVICE:

Name of Supplier: Napa Sanitation District, 950 Imola Avenue West, Napa. Capacity of sewer plant: 13 million gal/day. Flow: 6.8 million gal/day. Sewer service charge: Yes. On what basis rated? Flow, strength and pH. Type of treatment plant: Tertiary. Any facilities for non-recoverable industrial waste water: No. Sewer connection charges: \$900 outside original district, \$650 inside original district.

8. STORM DRAINS & FLOOD CONTROL:

Master plan of storm drains adopted? Yes. Charges assessed on following basis: Developers own expense - City will renew old drains - matching money from Flood Control District for Street Drainage projects.

9. STREET IMPROVEMENTS:

Dedication requirements: Master plan of streets adopted. Plan requires dedication of necessary property for planned street width plus footage for sidewalk and other public usage.

Improvement requirements: City requires curb, gutter, sidewalk, paving, street trees, drainage facilities, and underground utility lines.

10. NATURAL GAS:

Name of Supplier: Pacific Gas & Electric Company. For rates applicable to the City of Napa contact the P. G. & E. office located at 1541 Second Street, Napa.

11. ELECTRIC POWER:

Name of Supplier: Pacific Gas & Electric Company
For rates applicable to the City of Napa contact the P. G. & E. office located at 1541 Second Street, Napa.

12. TELEPHONE:

Name of Supplier: Pacific Telephone & Telegraph Company
For rates and types of service applicable to the City of Napa contact the P. T. & T. office located at 1107 Seminary Street, Napa.

13. GOVERNMENTAL FACILITIES - TAX AND INSURANCE RATES:

- a. City of Napa has the Council-Manager type of government.
Assessed valuation 1974-75: \$112,353,137. County - \$310,241,985.
Ratio of assessed value to appraised value: 25% of real cash value.
- b. Combined total industrial property tax rates 1974-75 per \$100 assessed value. Code Area 2015. TOTAL \$10.24
City Tax Rate: \$1.77 County: \$2.54 School: \$5.76 Other: \$.17

Adjacent unincorporated area: Code Area 72056. TOTAL TAX RATE: \$8.65.
County-Outside: \$2.72 School: \$5.76 Other: \$.17
- c. Combined total commercial property tax rates 1975 per \$100 assessed value. Code Areas 2000 - 2022. TOTAL \$10.24.
City Tax Rate: \$1.77 County: \$2.54 School: \$5.76 Other: \$.17

Adjacent unincorporated area: Code Area 72004. TOTAL TAX RATE: \$8.65.
County-Outside: \$2.72 School: \$5.76 Other: \$.17
- d. Retail Sales Tax: State 5%. City/County 1%. TOTAL 6%.
- e. Police Department: 60 sworn officers, 40 reserves, 17 civilian, 14 marked cars, 3 motorcycles, 6 unmarked cars, 2 traffic scooters. Statewide mutual aid through California Disaster Office.
- f. Fire Department: 55 full-time men, 12 reserves. Station 1: 2 first line trucks, 1 ladder truck, 1 reserve truck, 1 rescue van, 2 station wagons, 2 sedans, 3 pick-ups. Station 2: 2 first line trucks, 1 tanker, 1 pick-up.
- g. Fire Insurance Classification: Source of Rating: Napa City Fire Department. City Rating #3. Adjacent unincorporated area: #3 to #9. Mutual aid - Forestry and surrounding communities.
- h. Major projects authorized for improvement of city services or to adjacent unincorporated areas: Soscol Avenue widening, Napa Community Redevelopment Agency project, Sewer District's proposed effluent plant treatment.

14. THE NAPA-VALLEJO SMSA LABOR MARKET AREA - December, 1974.

Area includes Solano and Napa Counties.

Estimated area population, 249,081. Estimated total employment, 81,000.

3,200	Agriculture	13,500	Retail Trade
100	Agriculture Services	1,000	Wholesale Trade
2,400	Construction	2,100	Finance/Real Estate/Insurance
8,600	Manufacturing	13,300	Services
4,000	Trans/Comm/Utilities	32,800	Government

SOURCE: Northern California Research & Statistics, 745 Franklin Street, San Francisco, CA 94102, Telephone [415] 557-3052.

15. CHARACTERISTICS OF THE LABOR FORCE

Extent of unionization: Construction, garment, hotel, restaurant, and printers: butchers, grocery clerks and winery workers are almost completely unionized. Workers in retail trades are partly unionized.

Wage rates, extent of unionization, fringe benefits, and related information for specific industries and job classifications may be obtained from the State Employment Development Department located at 1355 Division Street, Napa, CA 94558 or at 800 Capitol Mall, Sacramento, CA 95804.

16. MANUFACTURING EMPLOYMENT

There are 28 manufacturing plants in the community area. Leading group classes of products are: Steel products, building materials, clothing, leather products, paper boxes, wine, brandy, champagne. The largest manufacturing firms in the community are:

Name of Company	Employment	Products
Kaiser Steel Corporation	1,556	Steel fabrication; pipes, tanks, etc.
Basalt Rock Company	360	Building materials, pipe, block, aggregate
Rough Rider, Inc.	483	Sportswear
Wineries	475	Wine, Brandy, Champagne
Sawyer Tanning Company	175	Leather Products
Calnap Tanning Company	70	Leather Products

17. NON-MANUFACTURING EMPLOYMENT:

Name of Company	Employment	Type of Business
Napa State Hospital	1,900	Mental Hospital
Napa Valley Unified School District	1,250	Education
Pacific Telephone & Telegraph	450	Utilities
Queen of the Valley Hospital	600	Community Hospital
U. S. Postal Service	140	United States Mail
Veterans Home	750	Hospital/Home
Silverado Country Club	280	Golf Course/Tennis Resort

18. COMMUNITY FACILITIES

HEALTH: Napa has 1 general hospital with 135 total bed capacity. 95 physicians/surgeons, 46 dentists, 9 optometrists, 10 chiropractors, and 2 medical clinics, Napa State Hospital, Imola; Veterans Home, Yountville; and a 243 bed hospital and health center in St. Helena.

EDUCATION: 25 elementary schools, 3 junior high schools, 2 high schools, 1 parochial high school, 1 community college, and 1 four year college in Angwin.

CULTURAL: 52 churches, 2 libraries, 2 newspapers, 1 radio station, 5 TV channels received direct, 1 TV cable system, 10 banks, 5 savings and loan, 13 parks and playgrounds, 5 theatres. Other recreational facilities include: Lake Berryessa, Conn Dam Reservoir, Bothé Napa Valley State Park.

19. HOUSING AVAILABILITY. PRICES AND RENTALS:

Rentals for one and two bedroom apartments and duplexes range from \$115 to \$225 per month. Rentals for two and three bedroom houses range from \$220 to \$350 per month.

Sale prices of existing homes were from \$20,000 to \$50,000 during 1974. There are 5 suburban residential areas within 3 miles of Napa offering homes priced from \$34,000 to \$50,000.

There are four motels with 136 rooms in the community area. There are 12 mobile home parks in the community area. Country club condominiums are available with 202 rooms.

20. REMARKS:

Napa is a clean city and climatic conditions are attractive to persons particularly interested in modern outdoor living. Beautiful homes, tree lined streets, good shopping facilities, excellent schools, make Napa an ideal place in which to live, work and play.

ENVIRONMENTAL RESOURCES MANAGEMENT ELEMENT

PHASES I AND II

OPEN SPACE AND CONSERVATION

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ENVIRONMENTAL RESOURCES MANAGEMENT ELEMENT

INTRODUCTION

Within the past few years, the State of California, as a result of widespread popular concern for the environment, has adopted legislation requiring open space and conservation plans to be adopted by local governments. Such plans are to cover all phases of the management of environmental resources in the area--including such things as hillside preservation, agricultural protection, increased recreation and scenic lands. Locally, citizens and government in the City of Napa have worked to determine the nature of local environmental resources, to establish goals and desires of the community and to make a preliminary listing of possible management techniques. In this way, Napa's hope to ensure that future development in the City can be accomplished with maximum respect for the environment.

Napa County is presently sparsely populated and pastoral. While the County contained 1.70% of the nine-county Bay Area population in 1970, it also contained 11.31% of the total land area for all nine counties. Perhaps it is just that pastoralism that has led many individuals seeking such an environment to settle in the Napa area. In late 1971, for example, ABAG reports were predicting that the Napa-Solano area would be the focus of new development in the 1970s, much as southern Bay Area counties were the focus of development in the 1950s and 1960s. Wise environmental and open space planning now, then, can help insure that the City will be well-prepared for any problems that might arise as growth proceeds in the future.

AN ECONOMIC NOTE

A thoughtful, well-managed open space and conservation program can be a considerable asset to the local economy. This is particularly true for cities in circumstances similar to Napa's, since a good deal of Napa's economy depends on sales made by local businesses to large agricultural producers in the area. For example, because of the multiplier effect, agricultural producers of various types generate between two and three dollars of business in the County for each dollar of income they make.¹ Another economic benefit of an open space program is the saving in maintenance and physical infra-structure costs that usually results from concentrated, efficient development as compared to sprawling development on the fringes of a City, which requires more infra-structure--sewer lines, water pipes, fire stations, streets, sidewalks, and other similar necessities--than do more concentrated urban developments. Maintenance costs for such facilities in sprawling cities are often proportionally higher.

as well. In addition, development in unstable soil areas can cause expensive future maintenance problems for either homeowner or public agency if erosion, pollution, slides or other forms of destruction eventually result. By concentrating development and leaving unstable areas for open space purposes, some of the capital needed for infra-structure and maintenance might be saved.

At least one other potential economic benefit of open space planning should be mentioned. A community high on amenities--including parks and open space--is often capable of attracting the cleanest and fiscally most desirable industries to its borders; while all citizens benefit from increased access to recreation lands. The answer to the argument that having an open space plan is expensive, then, may well be that not having an open space plan is just as expensive, if not more so. And, of course, no price can be attached to the value of a healthy, natural environment, where water is kept clean by limitation of runoff and erosion, air is kept clean by landscaping, buildings are kept safe by proper land use regulation and food resources are kept productive. Besides economic considerations, then, public safety and access to the natural environment also stand high on the list of reasons to develop a thoughtful open space and conservation planning program.

BACKGROUND

The General Plan for the City of Napa and its environs, adopted by the City Council in November, 1968, established the basis upon which the City's future open space planning was to occur. The General Plan divided the area into 25 neighborhoods in order that in-depth planning of all types--including open space planning--might be more easily conducted. In addition, it established general open space goals and policies and made specific proposals for open space that would serve the community as a whole.

Follow-up studies to the General Plan were conducted shortly after its adoption. Most notable of the studies were a Cost Study and a Study of Implementation Techniques produced in early 1971 by the Napa Department of Planning and Community Development. Financed in part by a comprehensive planning grant from the Department of Housing and Urban Development (Section 701 funds), these studies presented an analysis of acquisition and other implementing techniques and provided further input into current open space planning efforts. Also in 1971, planning consultants for the City conducted in-depth studies into the Beard and Brown's Valley Planning Areas and included a review of open space planning throughout the General Plan area. Detailed studies for other planning areas will take place as time permits.

Supplementing these planning efforts throughout the past few years have been other types of open space planning. A

Linear Parkway Plan for the Napa River was produced with the cooperative efforts of federal, State and local officials. Park dedication and other forms of open space and environmental regulations have been adopted. This Environmental Resources Management Element, then, is in a sense a culmination of programs and policies that have been in the making since the General Plan was first adopted several years ago.

GENERAL COMMENTS AND POLICIES

The City of Napa is situated at the beginning of a beautiful valley, bisected by the lovely Napa River, and contained by hills on the western and eastern boundaries. These three features characterize what one thinks of as "open space". Essentially, open space is the land area or water area which is open to the sky. Open space is further divided into functional categories; no longer is open space thought of as "unused" space. The functional character is shown by the three categories:

UTILITY OPEN SPACE:	the land as a resource, for vineyards, for example
GREEN BELT OPEN SPACE:	the land in its natural state, the western ridge of hills, for example
CORRIDOR OPEN SPACE:	the river and highways, for example

Each type of open space has many uses. Each has a primary use: the vineyards are a resource and yet have other uses, including visual relief. The hills are scenic and they also serve as a watershed and a wildlife cover. The river is a corridor for water travel and also important as a drainage system.

The City of Napa has much to preserve. The vineyards up the valley are producing grapes which are made into wines of world renown. The hills serve as feeding grounds for many wildlife species as well as livestock. The Napa River is considered the third most important river in the region for riparian cover for wildlife, according to the Department of Fish and Game; the marshlands to the south have an extraordinary importance for fish, birds, tidal action and recreation.

"It is in the nature of open space that it can be considered a system of continuity and related parts. It is the open space system that provides a 'structural framework' for the development, and for the planning of communities and areas.

"In any comprehensive land use study, one should begin with the mapping and analysis of the open space in terms of its existing and potential functional uses."²

These things--the hills, the river and the creeks, the highways and the farmlands--seem to make up a kind of framework for the City of Napa.

"An open space system can be developed in the creation of a continuous scheme tying together the several kinds of open space uses: utility, green and corridor spaces to provide a basic control for the total pattern of development. In this sense the open space system can be considered the fixed element of an area plan, with the areas between the free elements for building and development."³

In line with these general comments about Napa's environmental resources and open space planning techniques, the Citizen's Open Space Committee has made several general recommendations for preservation and use of open land:

- (1) that development be discouraged on prominent hills shown on the environmental plan, and on others to be specified in implementing stages of the plan. In the remaining hillside areas, housing should only be permitted which respects the terrain and is in accord with good hillside building standards.
- (2) that the ridgelines, the streamways and river be left in as natural a state as possible, whether in private or public ownership. The trees and growth in these areas provide a natural green belt which provides visual relief in urbanized areas.
- (3) that major corridor open space areas, such as highways and streets, be kept at grade level, be landscaped and follow an unobtrusive path in relation to creeks and the rivers.
- (4) that whether or not the Corpse of Engineers River-Widening Project is approved, a bicycle walking trail be developed from the Napa River at Trancas Street and Soscol Avenue to Kennedy Park. This and other trails should connect a system of parks and rest areas throughout the planning areas. Specifically, a walking trail along the Napa River should be developed from Soscol Avenue and Trancas Street to Kennedy Park, connecting parks and rest areas in the vicinity of Soscol Avenue and Trancas Street, Milliken Creek where it meets the river, the Ox Bow, the First Street Point and the Boys' Yacht Club.
- (5) that more green belts be required to give relief from the monotony of subdivisions. This green space could be in the form of increased setbacks and rear yards, agri-

cultural lands and easements for pedestrians and bike trails and could control such conditions as noise, fumes or traffic in addition to identifying and defining areas in aesthetically pleasing ways.

- (6) that the 25 planning areas be studied individually as to needs and natural resources with the aim in mind that each area should have some open space. In addition, citizen meetings should be held in each of the 25 planning areas. At these meetings, a member of the planning staff, who has been given responsibility for environmental planning, should receive the suggestions of those in the area concerning their open space needs. A planning area priority list and time schedule shall be developed for said meetings.
- (7) that at selective park locations the City consider leasing concessions with income being applied to parks and open space throughout the City. These concessions should conform to the natural atmosphere of the park (i.e., boat launching, restaurant, boat rentals, et cetera)
- (8) that open space be planned so that there is continuity and coordination with County and regional plans. "Open space under public ownership or control should be considered in relation to open space privately held as a part of a total open space plan. The total open space system may be a composite of public and private land used for open space purposes."⁴ Napa has many recreational areas that are private. The development of areas should serve those in Napa whose facilities are now limited.
- (9) that consideration be given to expanding the area and the joint use of existing facilities at schools for parks and recreation where possible.

ENVIRONMENTAL RESOURCES

In order to gain an understanding of both the environmental potential (existing resources that might be saved) and the needs (land area required for recreational, scenic or productive purposes) of the Napa area, a thorough inventory of existing environmental and recreational resources has been carried out. Without

such an inventory, it would be difficult to determine policies for preserving resources or to foresee the consequences of those policies; and it would similarly be difficult to specify what remains to be done in serving the park needs of current and future residents. Accordingly, in Appendix A of this document are presented maps of each of the City's 25 planning areas showing, for each, existing schools and parks and all environmental characteristics dealt with in the Goals and Policies Section. A list of all environmental characteristics studied, together with the source of each, can be found on the Map Key at the beginning of the Appendix.

GOALS AND POLICIES

Goals and Policies for open space and conservation were largely taken from the Interim Open Space Element adopted by the City Council on August 21, 1972, and from open space documents prepared during 1973 by the Citizen's Committee on Open Space. Implementation methods mentioned in conjunction with each policy statement will be explained in the immediately succeeding section of the Element.

General Goal Statement

The general goal guiding the City's open space and conservation planning is the wise management of natural resources and the proper allocation of recreational resources such that the highest possible quality of life can be achieved for citizens of Napa.

General Policies Statement

Within the City of Napa planning area are three distinctively different types of environments--urban, rural and transitional. Urban planning areas--those that are more than 50 percent developed--are: Beard, Lincoln, Central Napa, Pueblo, Shearer and Coombsville. (See Appendix for location) Rural planning areas--those that are less than 25% developed--are: Silverado, Soda Canyon, Salvador, Dry Creek, Milliken, Foothills, Country Club, Brown's Valley, Foster, Suscol Ridge, River West, Congress Valley and Carneros-Home Hill. The remaining planning areas may be classified as transitional, developed from 25% to 50%. Obviously, preservation of resources and development of recreational facilities will be more feasible and/or necessary in some areas than others, depending on the extent to which each neighborhood is developed or undeveloped.

Further, the Environmental Resources Management Element has a dual function--to preserve some vital natural features in undeveloped areas and to provide useable open space where development exists or is proposed. In urban areas, policies should emphasize acquisition and other positive tools to obtain as much useable open space as deemed necessary to serve the

area's population. In non-urban areas, the emphasis should be a preservation of important natural areas by regulation in order to save park acquisition funds for more developed areas. In this way, both environmental preservation and efficient public facility funding can be accomplished.

An examination of the natural resources of each planning area should reveal which area shall, for the next several years, be considered urban (and thus necessitate planning for useable open space) and which shall be considered non-urban (and thus the focus of resource preservation policies). One possible guideline to designation of urban and non-urban areas is the sphere of influence line established for the City of Napa by the Local Agency Formation Commission (LAFCOM). Areas more than a small distance beyond that line might be considered non-urban and designated for agricultural or very low-density use so resources will be preserved. Inside the sphere of influence line, policies that allow development but provide a maximum of open space (density transfers, for example) could be utilized in urban and transitional areas.

A. OPEN SPACE FOR PRESERVATION OF NATURAL RESOURCES:

- (1) Resource: Woodlands, fish and wildlife, critical watersheds

Definition of significant: all tree life, especially wildlife habitat areas critical for preservation of fish or animal life (riparian or oak woodlands) or watersheds for streams important for fish

Location: Planning areas 1-7, 9, 10, 12-18, 20-22, 25

Policies:

- (a) Preserve as much tree life as possible, especially along creek banks
- (b) Preserve prime wildlife habitat from intense development where possible
- (c) Preserve critical watersheds from intense development where possible
- (d) Identify individual trees in the City with special historical or scenic significance for protection from future destruction

Implementing Techniques Available:

- (a) Regulations of developments
- (b) Tree Preservation Ordinance
- (c) Large-lot, overlay, performance land capability zoning or pre-zoning
- (d) General Plan density designations
- (e) Utility agreements
- (f) Voluntary landowner agreements and/or tax incentives

-(g) Density transfers

-(h) Acquisition

(2) Resource: Prime soils

Definition of significant: Soils in capability class 1, 2 and 3

Location: All planning areas, especially 3-8, 12, 16, 20, 23-25

Policies:

- (a) Preserve prime soils from excessive levelling, grading or other destruction
- (b) Retain some prime lands for agricultural or landscape-related uses
- (c) Plan some parks on good soil locations

Implementing Techniques Available:

- (a) Development regulations
- (b) Voluntary landowner agreements and/or tax incentives
- (c) Agricultural or large-lot zoning
- (d) Rezoning or change in land use designation
- (e) Density transfers

(3) Resource: Scenic corridors

Definition of significant: Roadways with exceptional views of valleys, hills or vegetation

Location: Planning areas 1, 2, 3, 4, 7, 8, 9, 10, 11, 15, 16, 17, 18, 20

Policies:

- (a) Preserve setbacks between road and development of at least 30 feet from designated corridors
- (b) Promote the development of view-points in scenic spots along corridors

Implementing Techniques Available:

- (a) Large-lot zoning
- (b) Scenic easements
- (c) Revise setback regulations in Zoning Ordinance

(4) Resource: Areas of special natural significance (rivers and streams)

Definition of significant: Rivers and streams with special vegetation, wildlife or scenic value

Location: Planning areas 1-10, 12-17, 19, 20, 22-25

Policies: Rivers and creeks should have the "right-of-way" with relation to development (i.e., homes, freeways, commercial development, bridges). A development should not be allowed to alter the natural waterways, as once they are altered, their natural beauty is irreplaceable.

- (a) Efforts should be made to keep the Napa Creek in the downtown area open and as natural as possible
- (b) Waterways in the City of Napa Area of Influence should be accessible to the public as follows:
 - (1) The Ox-Bow area of the River should be scenic and recreation-oriented with public access. As the downtown area becomes more urban, this will become more important. Assuming the construction of the River Project, this proposal could permit a Lake Merritt type of development with a closed lagoon developed for row boating, canoeing and sailing, with bank areas for fishing and picnicking. It could include a landscaped walkway around the perimeter. Suggested uses include a Japanese tea garden; a children's zoo and storyland; a cultural museum; and a community recreation center.
 - (2) Areas along Napa River, Milliken Creek and Napa Creek should be set aside for use by the public-- some areas natural for walking; some areas developed for neighborhood parks, picnicking, marinas, et cetera
 - (3) Highways should be oriented to show the beauty of the river in as natural state as possible
- (c) Residential development along creeks and waterways should open up the waterways for the benefit of future residents of the area. Creeks and their immediate surrounding area should be preserved to become part of each planning districts' or planning areas' internal park and park pathway system
- (d) Access should be in a variety of areas, including Napa Creek, downtown as follows:
 - (1) Access points could be developed every half mile or so
 - (2) Streets which "dead end" on a waterway should be logical starting points for public access
 - (3) Many access points would mean there would be fewer people at any one of the areas
 - (4) Alternate sides of the waterways should have some open space directly on them
 - (5) New developments should not be allowed to build on any waterway frontage, to the exclusion of the public
 - (6) Some specified setback should be established, perhaps between 50 to 100 feet on the Napa River and

Creek, smaller setbacks perhaps for the creeks. These setbacks could later be used for bicycle walking trail easements as funds became available.

- (e) There should be provision for maintenance as follows:
 - (1) Some areas should be as natural as possible
 - (2) Some should be in a suitable park use
 - (3) Some areas could be maintained through civic organizations with special interests: garden clubs, boating clubs, hiking and bike clubs, et cetera
- (f) Efforts should be made to preserve the quality of water where pollution has not occurred; efforts to clean up areas that have been polluted should be undertaken promptly
- (g) Erosion should be given more attention by local agencies, as some areas are "disappearing" for lack of ground cover or rock cover
- (h) Existing waterways should not be filled, covered, drained or obstructed so as to prevent access or scenic value
- (i) Continued planting of fish in the river and preservation of riparian cover to enhance wildlife should be fostered
- (j) High-rise living units should not be developed within the flood plain

Implementing Techniques Available:

- (a) Development or permit regulation
- (b) Large-lot, impact, land-capability zoning
- (c) Density transfers
- (d) Easements (access and scenic)
- (e) Acquisition
- (f) Development/maintenance agreements (assessment district, city/developer agreements)
- (g) Prezoning

- (5) Resource: Areas of special natural significance (hills)

Definition of significant: Hills consisting primarily of slopes over 15%.

Location: Planning areas 1, 4, 5, 9, 10, 11, 16, 17, 18, 21, 22

Policies:

- (a) While it is difficult to save everything that is considered a hill, prime concern should be placed on saving the hill open spaces as shown on the

General Plan. Because of the visual corridor effect of the surrounding hills to the west and east of the City of Napa, as much as possible should be saved as visual open space.

- (b) A Hillside Development Ordinance should be adopted with the aid of a comprehensive hillside analysis procedure which would objectively determine the best use of any hill. Because of the closure effect of the hills and their visual importance to the valley as a whole, it is important to use an objective analysis of the desirability of building on any given hill. There is a special concern about the surrounding hills and the Cup and Saucer area. Development on hills should be subject to the following policies:

- (1) Require all development to respect natural terrain in its design, engineering and layout
- (2) Require all roads cut to reach hillside homes to respect contour of hill
- (3) Require buildings to be visually unobtrusive in tone and style
- (4) Especially regulate development on tops of ridges
- (5) Designate especially valuable creeks and wooded areas on hills for preservation
- (6) Decrease General Plan permitted density on some hills so County zoning will reflect these policies; or, in areas expected to be annexed, prezone hillsides

Implementing Techniques Available:

- (a) Permit approval
- (b) Large-lot, impact, land-capability zoning
- (c) Density transfers
- (d) Easements (access and scenic)
- (e) Acquisition
- (f) Development/maintenance agreements (assessment district, City/developer agreements)
- (g) Prezoning

B. OPEN SPACE FOR MANAGED PRODUCTION OF RESOURCES

- (1) Resource: Significant agricultural production areas

Definition of significant: Farms in the City's planning area in state or county agricultural preserves or significant vineyard or orchard areas

Location: Planning areas 2-9, 17

Policies:

- (a) Retain some prime soil areas in agricultural use
- (b) Preserve some prime soils from excessive levelling, grading or other destruction

Implementing Techniques Available:

- (a) Agricultural, large-lot over-lay zoning
- (b) Density transfers
- (c) Utility regulations and LAPCOM coordination
- (d) Voluntary landowner agreements and/or tax incentives
- (e) Rezoning or change in land use designation

(2) Resource: Mineral deposits

Definition of significant: All quarrying activities

Location: Planning area 22

Policies:

- (a) Preserve hillsides, prime soils and vegetation from needless destruction or erosion by poorly regulated mining and quarrying activities

(3) Resource: Rivers and streams important for fisheries

Definition of significant: Rivers and streams where spawning and feeding important for productive fishery of striped bass or other fish life take place

Location: Planning areas 1, 2, 3, 4, 5, 6, 7, 9, 13, 14, 15, 16, 20, 22, 25

Policies:

- (a) Preserve tree life along creeks valuable for production of striped bass
- (b) Preserve watersheds draining into significant creeks from extremely high impact development
- (c) Preserve setback areas between creeks

Implementing Techniques Available:

- (a) Development regulations, including setbacks
- (b) Overlay or large-lot zoning in watersheds, tree areas

C. OPEN SPACE FOR OUTDOOR RECREATION

(1) Resource: Regionally significant recreation areas significant to County or larger units of government

Definition of significant: Lands in the Planning area determined by the County to have significance for regional park purposes

Location: Planning area 21

CHART I.

GENERAL PLAN 1990 PROJECTIONS - NEIGHBORHOOD PARK NEEDS

Planning Area	Dwelling Unit Projections				Existing Parks (public) acres				Parks required at one acre/50 units for projected 1990 units (acres)	Existing as percent of total required	
	A 1990 (General Plan)	B Currently existing (City)*	C Growth Potential** (A-B)	D Percent Developed	City Developed	City Undeveloped	School	Total		City	Schools
1. Silverado	1,500	0	1,500	0	0	0	0	0	30	0	0
2. Soda Canyon	528	0	528	0	0	0	.27	.27	10.5	0	2.57
3. Salvador	2,157	441	1,716	20	0	4.79	4.86	9.65	43.14	11.10	11.26
4. Dry Creek	1,246	93	1,153	7	0	0	0	0	24.92	0	0
5. Linda Vista	3,276	359	2,917	11	0	8.98	29.24	38.22	65.52	13.70	84.62
6. Crescent	4,403	974	3,429	22	.57	1.75	48.96	51.28	88.06	2.63	55.60
7. Milliken	910	0	910	0	0	0	0	0	18.20	0	0
8. Sarco	946	0	946	0	0	0	2.18	2.18	18.92	0	11.52
9. Foothills	1,000	0	1,000	0	0	0	0	0	20.00	0	0
10. Country Club	923	0	923	0	0	0	1.13	1.13	18.46	0	6.12
11. Alto Heights	1,449	605	844	42	0	1.87	5.14	7.01	28.98	6.46	17.73
12. Beard	3,395	1,903	1,492	56	2.40	0	29.01	31.41	67.30	3.56	43.10
13. Lincoln	3,780	1,148	2,632	30	0	.50	4.40	4.90	75.60	.06	5.82
14. Central	1,600	1,369	231	86	.50	0	0	.50	32.00	1.57	0
15. Pueblo	1,800	838	965	46	4.04	0	9.13	13.17	36.00	11.23	25.36
16. Brown's Valley	2,200	485	1,715	22	2.00	14.46	3.13	19.59	44.00	37.40	7.11
17. Congress Valley	3,300	0	3,300	0	0	0	0	0	66.00	0	0
18. Foster	3,234	1,817	1,417	56	0	0	35.14	35.14	64.68	0	54.32
19. Shearer	3,396	1,750	1,646	52	0	12.57	6.12	18.97	67.92	18.65	9.01
20. Coombsville	2,340	535	1,805	23	8.50	4.50	32.89	45.89	46.80	27.77	70.27
21. Hospital	--	--	--	--	--	--	--	--	--	--	--
22. Suscol Ridge	1,140	0	1,140	0	0	0	0	0	22.80	0	0
23. River East	--	--	--	--	200	140		340	--	--	--
24. River West	1,610	378	1,232	23	0	0	0	0	32.20	0	0
25. Carneros-Rose Hill	618	0	618	0	0	0	.72	.72	12.36	0	less than 6

* 1970 Census; does not include developed units in each area that are outside City limits

** Includes units either to be developed or already developed but to be annexed

Policy and Implementing Technique:

Cooperate with County in its attempts to acquire the land behind the State Hospital for a County park

(2) Resource: Historically significant areas

Definition of significant: Areas designated by Department of Planning and Community Development, Napa Community Redevelopment Agency as historically significant and other areas that are determined to be of significance by future study

Location: Planning areas 14, 19

Policies:

- (a) Preserve historical areas from obtrusive new developments
- (b) Take advantage of recreational and educational potential of such areas by developing walking and bicycle paths and signing buildings, especially commercial buildings

Implementing Techniques Available:

- (a) Overlay zoning

(3) Resource: Lands needed for neighborhood recreation or other intensive recreation

Definition of significant: One acre of neighborhood park land for every 50 dwelling units, in excess of land adjacent to schools, shall be the critical figure applied in planning for parks. One acre of land for every 100 units shall be the critical figure applied to regional parks planning

Location: All developing planning areas

Policies:

- (a) Determine number of units expected for each planning area and plan now for future acquisition, development and maintenance of adequate parks. Parks shall be distributed so that all residents will have maximum access to both neighborhood and regional recreation. Chart I indicates one approach.
- (b) Plan some parks in locations rich in natural resources--prime soils, trees, et cetera--to ease zoning preservation load
- (c) Locations with unstable bedrock, on a flood plain, in a fault zone, or in an erosion area often are better suited for low-maintenance park uses than for development
- (d) Approximately 1/4 of the park land in each planning area should be used for a large-scale community park, providing those facilities not feasible in smaller parks
- (e) Certain "surplus" City-owned lands, such as dead-end streets stubbing onto vacant land, could be used for intense recreation, like basketball

- (f) A system of parks shall be developed with bike trails and walking trails connecting the various areas. Rest areas and unobtrusive scenic turnouts on the hills should be incorporated into the road system so that picturesque areas may be preserved for appreciation. These should be developed in connection with County plans.
- (g) Parks should be close enough to individual neighborhoods so that children could have easy access to them
- (h) Parks should be large enough to be of lasting value to the areas served as well as the community. This does not preclude 2-3 acre parks with specific areas set aside as tot lots. Alternate plans for such smaller parks should be considered in the event the City finds it desirable to acquire a larger park for that area.
- (i) Parks should be a variety of types, some developed and some left natural for hiking and picnicking
- (j) Dedication parks should be placed in areas adjacent to existing or available open space land (to be dedicated or purchased) in an effort to obtain larger parks for housing development areas
- (k) A pedestrain walkway and/or bike trail should be provided over the Redwood Creek at Dry Creek Road and Redwood Road
- (l) Efforts should be made to provide a pedestrian walkway or bike trail along Redwood Creek from Dry Creek to Brown's Valley Road
- (m) As redevelopment takes place in central Napa; efforts should be made to preserve areas to be landscaped and used as rest areas
- (n) There should be appropriate recreational facilities designed for senior citizens close to urban areas to facilitate ease of travel
- (o) Self-guided nature trails in the Napa area should be developed. Local organizations and ecology groups might be encouraged to develop these. Areas which would lend themselves to such trails are Fuller Park, the wooded areas near the creeks, the Napa River with its Ox Bow area, the hills of the ridgeline. Wildlife groups, native plant societies, rock clubs could be asked for help in these endeavors.
- (p) There should be a linear skyline park on the foothills immediately west of Napa extending anywhere from Highway 12 to beyond Redwood Road. A minimum of 100 contiguous acres should be devoted to public open space to be used for hiking, picnicking, viewpoints, et cetera.

- ... (q) Attention should be given to planning now for a North Napa Regional Park comparable to Kennedy Park to serve the future population on the north side
- (r) Bicycle trails and/or walking trails shall be established to encourage the functional and recreational use of these two alternative modes of transportation. Bike route should be established:
 - (1) along route followed by school-going bikers, as recommended by the Napa Rotary Club, and
 - (2) along recreational routes, such as from Napa to Calistoga, and from Napa to Sonoma, and from Napa to Vallejo.
 - (3) The City should pursue obtaining pedestrian and bike easements or trails along unused railroad right-of-ways
- (s) These routes should be made separate and safe from vehicular traffic with forethought being given to:
 - (1) accessibility to maintenance, as bicycles are less tolerant of ruts than are cars, and
 - (2) possible damage to roadside ground cover and riparian growth. Where trails are established, plant cover should be replaced and supplemented to balance the "dead-soil" effect of the asphalt.
- (t) Where new housing developments are planned the developer should be required to establish bike trails linking the development with existing City bike trails
 - (1) Road/trail intersections. Special attention should be given to intersection design so that cyclists may be allowed safe passage through. New traffic-light intersections should be designed to allow for triggering of signals by lighter-than-automobile vehicles. Emphasis should be given to remedying situations presented by the following intersections:
 - (a) all left turn signals on Jefferson Street, and the intersection of Silverado Trail and Third Street as well as others
 - (2) Bridges: Existing bridges should be made passable to bicycle traffic, or suitable alternative routes be provided; attention being given to:
 - (a) Maxwell Bridge,
 - (b) the Solano crossing at Napa Creek, and
 - (c) Redwood Road Bridge at Dry Creek Road

- (3) All future bridges shall be designed to accommodate bicycle traffic; for example:
 - (a) the Linda Vista crossing, and
 - (b) the Soscol crossing
- (4) Bike Parking: New major business establishments and all City governmental offices should be required to provide bike parking racks for their bicycle-riding customers in some proportion to required auto parking spaces
- (5) General: All development and use of bike trails should be approached from a viewpoint of "least damage done" to the surrounding environment. Where construction takes place, plant life should be replaced supplemented in a manner that will balance the construction's effect on the eco-system and provide an attractive roadside for passing motorists and cyclists.

Implementing Techniques Available:

- (a) Common open space agreements made during permit approval procedures
- (b) Large-lot zoning/easement combination
- (c) Density transfers
- (d) Voluntary landowner agreements
- (e) Acquisition by purchase or dedication
- (f) Development/maintenance agreements, where developer develops park and City maintains
- (g) Neighborhood assessment districts
- (h) General obligation or revenue bonding

D. OPEN SPACE FOR PUBLIC HEALTH AND SAFETY

(1) Resource problem: Flood plains

Definition of significant: Those areas within the flood plain line as established by the City of Napa Public Works Department

Location: Planning areas 2, 3, 5, 6, 7, 8, 11, 12, 13, 14, 15, 16, 19, 20, 23, 24

Policy and Implementation: Observe Flood Plain Ordinance

(2) Resource problem: Faults, unstable bedrock, erosion-prone areas

Definition of significant: Lands with any faults landslide-prone bedrock, or erosion-prone soils

Location: Planning areas 1, 2, 4-12, 14-18, 20-24

Policies:

- (a) Geological or soils consultants should be consulted by developers to determine which areas are safe or practical for building and which are not. Safeguards, including setbacks, for development in these areas should be determined.

Chart II

Possible Implementing Measures

IMPLEMENTATION POSSIBILITIES	NATURAL RESOURCES	MANAGED RESOURCES	RECREATION (ACTIVE)	HEALTH, SAFETY & WELFARE
1. Permit approval	X	X		X
(a) Grading, tree cutting, etc.				
(b) Common open space development agreements			X	
2. Zoning				
(a) Agricultural zoning		X		
(b) Large-lot zoning	X	X		X
(c) Large-lot easement combination			X	
(d) Overlay zoning (i.e., watershed, flood-plain, historical)	X	X	X	X
(e) Land capability zoning (Lake Tahoe)	X			X
(f) Impact zoning	X			X
(g) Density transfers	X		X	X
(h) Prezoning	X	X		X
3. Utility regulations and LAFCOM coordination	X	X		
4. Voluntary landowner agreements	X	X	X	
5. Tax incentives	X	X	X	
6. Easements (access and scenic)			X	
Land bank (public/private)	X		X	
8. Acquisition				
(a) Purchase	X		X	
(b) Dedication	X		X	
9. Development/maintenance dedication agreements				
(a) Homeowners Assoc.	X		X	
(b) Assessment District			X	
(c) Maintenance/develop- ment agreement (City/developer)			X	
(d) Bond issues			X	
(e) In-lieu fees			X	
(f) Voluntary maintenance			X	
(g) City matching program			X	

- (b) New fault data recently released by the United States Geologic Survey should be studied to determine building and other standards to adequately protect residences

Implementing Techniques Available:

- (a) Permit approval
 - (b) Density transfers
 - (c) Large-lot, overlay, performance, land-capability zoning
 - (d) Utility regulations
 - (e) Prezoning
- (3) Resource problem: Lands that could assist in enhancement of air quality

Definition of significant: Lands along creeks, freeways and other corridors into City, lands that could buffer City from industry

Location: All planning areas

Policies:

- (a) Planted buffers along all radial corridors into City shall be encouraged
- (b) Planted buffers shall be required where polluting industries develop to the windward side of the City

Implementing Techniques Available:

- (a) Regulation of developments
- (b) Zoning setback requirements along creeks and corridors
- (c) Tree preservation and planting plan especially along creeks and corridors

INVENTORY OF POSSIBLE IMPLEMENTATION DEVICES

Survey of current open space planning literature has produced information about a number of legally sound techniques with which open space can be preserved or acquired. It is obvious, however, that some techniques are more applicable for certain categories of open space than for others. While zoning may be an adequate technique for preserving agricultural and, for example, it might be considered an unfair burden if a City zoned an individual's land for public recreational use only.

Chart II indicates possible implementing techniques and the categories of open space for which each technique is most suited. Since several of the concepts mentioned in the open space planning literature are relatively new, they need some explanation.

Permit approval is one device that can be used to preserve environmental features even when development takes place. For example, when developments occur along creeks, the permit approval procedure implies that until the developer agrees to

comply with creekside open space and other policies established by the City, he will not receive a permit to build. Such a procedure can be extended to any number of environmental features, that the City would like to regulate, including grading or tree-cutting. The permit approval category in reality represents an extension of practices that have been followed in the City of Napa for the past several years.

The zoning category comprises several types of regulations, many of them familiar and some of them relatively new. Zoning remains one of the most useful tools for preservation of environmental features when it is enacted in a fair and reasonable manner. As long as the environmental features to which the ordinance is applied are valuable in terms of the public health, safety and welfare (this includes almost all categories mentioned in this report) and some use of the land is afforded to the property owner, the zoning ordinance will likely be regarded by the courts as fair and reasonable. For example, in one case, the courts upheld a City that zoned an individual's property for public beach use because the City allowed him to regulate and charge for entry to his property and because it was poorly suited for residential uses.⁵

Some zoning devices include "overlay zoning", which involves setting separate requirements for all important watersheds, for all historical areas (the City of Napa already has such a Historical Ordinance in effect), all hillsides, et cetera. A landowner would then have to comply with the requirements for any and all categories into which his property fell. Thus, if he wished to develop land on a hillside, he would need to comply with a sort of "Hillside Ordinance." If his land were also in a high-priority watershed, he would need to comply with both a "Hillside" and a "Watershed" Ordinance. If he were furthermore in a fault zone, he might additionally need to comply with an "Earthquake Protection" Ordinance.

"Land capability" zoning, which has been used with some success in the Lake Tahoe region, classifies all lands in the area for their capacity to support development and their open space value to local citizens. Lands could be ranked, for example, from 1-10, with especially recreation-worthy lands and unbuildable lands at one end of the spectrum and extremely buildable or non-recreational lands at the other end. Zoning designations could then reflect each area's capability class.

Similar in intent to "land capability" zoning is "impact" zoning, which specifies instead of number of units or types of development that will be permitted in an area, such things as amount of traffic, visual intrusion, or cut and fill that will be permitted in a given area. Thus, areas designated for minimum development or maximum preservation could be specified

as "low impact" areas; (i.e., small amounts of cut and fill, asphaltting, et cetera, can or will be tolerated) "medium impact" areas, or "high impact" areas. These designations can then be transferred into minimum lot size/maximum density zoning specifications.

To apply some of the above zoning systems where they might do the most good--on the City's fringes--the City could prezone critical areas (hillsides, for example) that are expected to be annexed within the next few years. For those areas not expected to be immediately annexed, especially those areas more than a short distance beyond the City Sphere of Influence established by LAFCOM. General Plan density designations could be re-examined and reflected in revisions of the City and County General Plans. Some prime soils on fringe areas of the City, for example, could be designated for agricultural as opposed to residential use.

Finally, "density transfers" can be used to allow developers to build at a high density in one area in exchange for leaving other areas free of development. Such a practice is already followed to some extent in the PC Section of the Napa Zoning Code.

Besides zoning, other types of implementing tools have been suggested as effective for open space planning. For example, agreements with utility districts can insure that sewers, water, power, et cetera, will not be extended to open areas deemed undevelopable or important by the public agency, especially if such areas are outside the district's service area. Such agreements are not unheard of, since LAFCOMs in California often attempt them in order to prevent inefficient development.

Homeowners' Associations, a now-well-known method of maintaining open space common to subdivision residents but closed to the general public, are in effect in various parts of Napa. For parks dedicated to the City and thus accessible to the general public, however, Homeowners' Associations are not applicable. Other park development and maintenance solutions must be found. One that has been tried in other cities is a city-developer agreement whereby the developer dedicates and develops the park and the City maintains it. Another is a public version of the Homeowners' Association model. Homeowners' Associations develop and maintain parks by levying assessments just on the residents who have access to the park. In a similar fashion, special tax districts could be set up in neighborhoods so that each could decide what kind of neighborhood parks it wants and then assess itself for development and maintenance. Some sort of minimal requirement might be set so that each district would provide for its residents' needs; this and other provisions would insure that

no one neighborhood would be subsidizing the rest of the neighborhoods' park needs.

In addition, voluntary agreements can often be made with landowners who wish to see their land kept open, especially if property, estate or other tax incentives can be offered by the agency. One established form of tax incentive is the Williamson Act contract currently in use throughout the State, including Napa County. Many cities have adopted similar programs. Open space, scenic or access easements granted by landowners also are available, where the land remains in private ownership, thus representing little cost to the City and allowing the owner the use of his land.

Another financial technique that has been much discussed, but little used, is formation of a public-private, nonprofit corporation which functions as a land bank, purchasing land on the City's fringe, holding it free from speculation for several years while comprehensive development plans can be devised. At the end of the holding period, land is sold off for development at a set price while any land retained for open space would have been acquired at a price un-inflated by speculation.

Last, but certainly not least, is acquisition of desired land by one of several methods--capital outlay funds, bond issue, special assessment district, or establishment of a park fund if special revenue-sharing money became available. Bond issues may be one of two types--general obligation or revenue. General obligation bond issues, which must be approved by popular vote, are retired from general City funds. Revenue bonds, on the other hand, do not require a popular vote and are retired from sources that are not tax-based. Such things as user charges and sale of concessions can be used by the City to acquire funds for revenue bond retirement. Low-maintenance methods of park development should be studied, as should the possibility of voluntary maintenance by flower clubs, student groups, et cetera. (Some such agreements have been carried out successfully in the past with such groups)

Other techniques for acquiring public open space may soon become available to local jurisdictions. Several bills pending in the State Legislature deal with the problem local agencies have of acquiring adequate funds for open space. One such bill would provide for low-cost loans to local agencies for purchase of open space land. Another would allow condemnation of land if an agency desired to acquire it for any public open space purposes, not just recreational. Still another would arrange for inexpensive transfer of any state surplus freeway or other lands to the local agency for open space use. And one final bill would arrange for state reimbursement of taxation lost by local agencies when they remove open space land from

the tax rolls. While these bills have not yet been adopted by the Legislature, they do indicate an active State interest in assisting local agencies with open space acquisition problems.

A FURTHER NOTE

With the adoption of the Open Space Element of the General Plan, a major phase of Napa's open space and conservation planning will have been completed. Resources will have been discovered, goals will have been set and techniques to achieve those goals will have been investigated.

Yet much more remains to be done. The next step in the City's open space planning will be to examine each planning area within the City limits, parcel by parcel, to determine what should be preserved from intense development and to determine how parks should be located within the neighborhood and urban contexts. At this time, the development capacity of each area should be determined, based on further analysis of the relationships between the resources identified on maps in the appendix, and on further consideration of the relationship between development, provision of useable open space and conservation. This study should further consider the difficult economic and maintenance questions that planning for open space invariably raises. When this analysis is completed, then the work of putting into effect some of the policies developed by citizens during several months' meetings can be begun.

Footnotes

1. For more information see Goldman, George, et al; Napa County Economic and Resource Use Study for Base Year 1965; Agricultural Extension Service; University of California, Berkeley; May, 1972
2. Zesman, S.B., et al; Where Not to Build--A Guide for Open Space Planning; Technical Bulletin #1; United States Bureau
3. Ibid.
4. Ibid.
5. McCarthy v Manhattan Beach; 41 Cal. 2d 879, 264 p. 932 (1953)

References

Further information about open space planning can be found in the following sources, from which many ideas in this document were drawn:

1. Association of Bay Area Governments; Regional Open Space Plan; October, 1969.
2. Broadhead, Frank and Rosenfeld, Roselyn; Open Space Zoning Handbook, prepared for the State of California Select Committee on Open Space Lands; April, 1973.
3. Buechner, Robert (ed.); National Park, Recreation and Open Space Standards; National Recreation and Park Association; June, 1971.
4. California Council on Intergovernmental Relations; Guidelines for Local General Plans (final draft); Sacramento; August, 1973.
5. City of Napa Department of Planning and Community Development; Cost Study. Parks, Recreation and Open Space, Napa Planning Area; July, 1971.
6. City of Napa Department of Planning and Community Development; Open Space, Parks and Recreation Implementation Techniques; July, 1971.
7. Hall and Goodhue, Planning Consultants; Interim Report for Beard and Brown's Valley Planning Area Analysis; City of Napa Department of Planning and Community Development; November, 1971.
8. Overview Corporation; How to Implement Open Space Plans in the San Francisco Bay Area; Association of Bay Area Governments; Berkeley; June, 1973 (3 volume set)
9. People for Open Space; The Case for Open Space; San Francisco; undated.

APPENDIX

KEY TO OPEN SPACE DATA MAPS



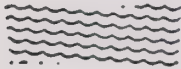
creek or river
(Data Source: United States Geological Survey)



creek or river important for fish life and commercial fishery
(Data Source: State Department of Fish and Game)



creek or river with significant riparian
(Data Source: Native Plant Society)



flood plains
(Data Source: United States Geological Survey)



significant woodland area (chaparral or evergreen)
(Data Source: Native Plant Society)



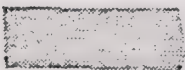
woodland areas of prime significant for wildlife habitat (oak or marshland)
(Data Source: Napa County Department of Conservation, Development and Planning)



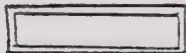
mineral deposits
(Data Source: Napa County Department of Conservation, Development and Planning)



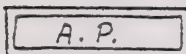
historically significant areas
(Data Source: Napa Community Redevelopment Agency)



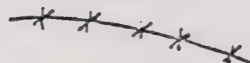
soils in 1-3 capability class (prime)
(Data Source: Soil Conservation Service)



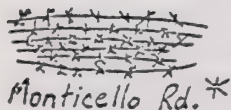
vineyards or orchards currently in production
(Data Source: Visual Analysis Airphotos)



farming operations with agricultural preserve contracts
(Data Source: Napa County Department of Conservation, Development and Planning)



fault (approximate location, severity unknown)
(Data Source: United States Geological Survey)



landslide or slump-prone area (neighborhood 22 only)
(Data Source: United States Geological Survey)



scenic corridors
(Data Source: Visual Analysis Airphotos)



(in red)

slopes of 15% or greater
(Data Source: United States Geological Survey)



(in red)

erosion - prone soils
(Data Source: Soil Conservation Service)



(in red)

schools
(Data Source: Napa City Public Works Department)



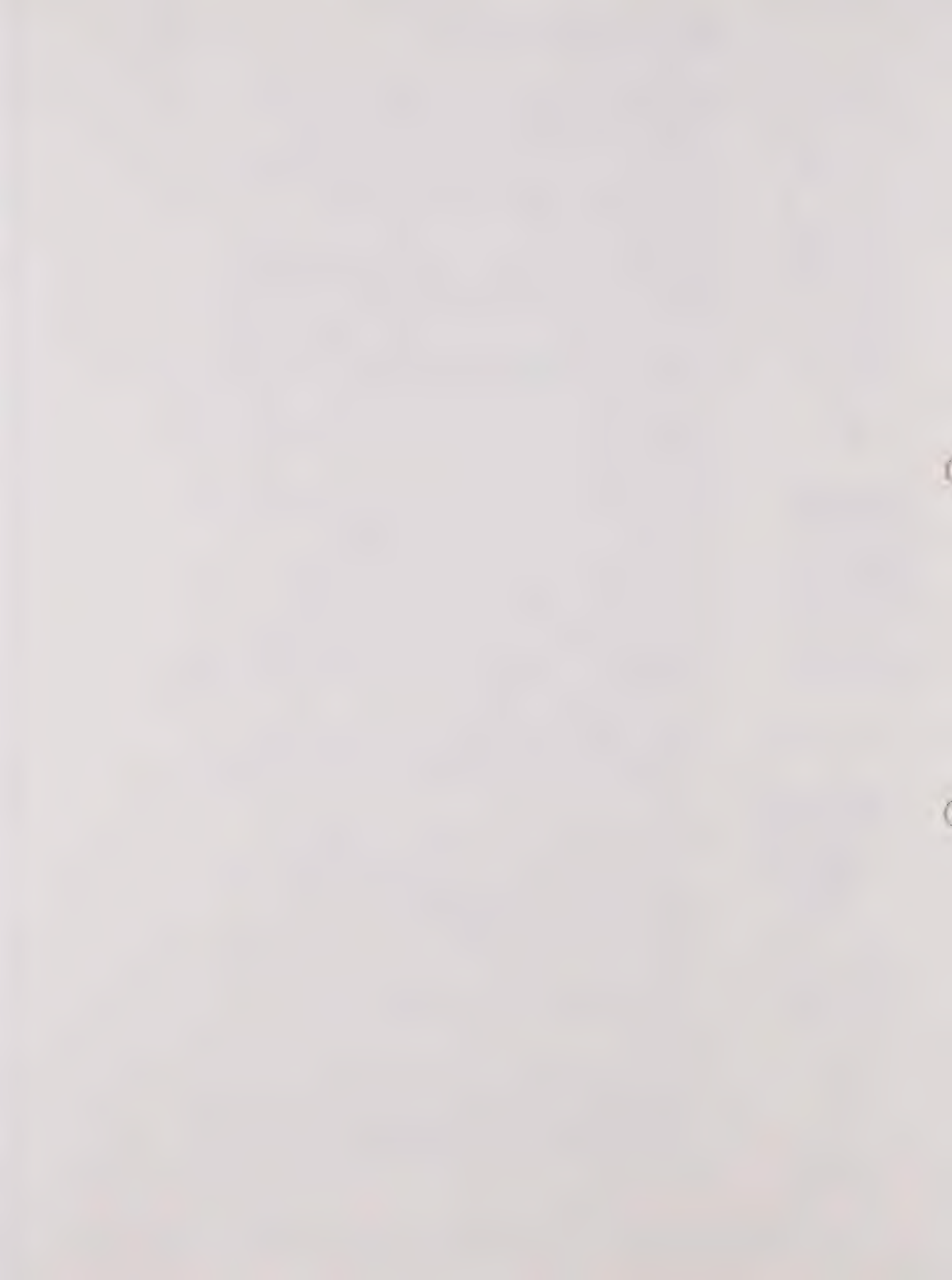
(in red)

dedicated and developed parks
(Data Source: Napa City Public Works Department)



(in red)

dedicated, but not developed, parks
(Data Source: Napa City Public Works Department)



KEY TO SCHOOLS AND PARKS PLANNING AREA MAPS

- | | |
|-----------------------------------|---------------------|
| 1. Soda Canyon School | 55. Westwood School |
| 2. Salvador Union School | 56. Riverside Park |
| 3. Springwood Park | |
| 4. Summerfield Estates Park | |
| 5. Monarch Park | |
| 6. El Centro School | |
| 7. Vine Hill Park | |
| 8. Vineyards Park | |
| 9. Villa Las Flores Park | |
| 10. Northwood School | |
| 11. Norfolk Tot Lot | |
| 12. Redwood Junior High School | |
| 13. Lewis Homes Park | |
| 14. Sequoia Tot Lot | |
| 15. Vintage High School | |
| 16. Tallac Tot Lot | |
| 17. Harkness Park | |
| 18. Bel Air Park School | |
| 19. Beckworth Tot Lot | |
| 20. Vichy School | |
| 21. Mount George School | |
| 22. Alta Heights Park | |
| 23. Plaza Tot Lot | |
| 24. Alta Heights School | |
| 25. Montclair Tot Lot | |
| 26. Dee T. Davis School | |
| 27. H. M. McPherson School | |
| 28. Napa High School | |
| 29. Lake Park | |
| 30. Jefferson Mini-Park | |
| 31. Lincoln School | |
| 32. Randolph Mini-Park | |
| 33. Redwood Park | |
| 34. Sutherland Park | |
| 35. Pueblo Vista School | |
| 36. West Park School | |
| 37. Knolls Park | |
| 38. Brown's Valley School | |
| 39. Bell Meadows Park #1 | |
| 40. Century Oaks Park | |
| 41. Valley Park | |
| 42. Ridgeview Junior High School | |
| 43. Irene M. Snow School | |
| 44. Monroe Park | |
| 45. Fuller Park | |
| 46. John T. Shearer School | |
| 47. Kiwanis Park | |
| 48. Fairview Park | |
| 49. Silverado Junior High School | |
| 50. Brookside Park | |
| 51. Phillips School | |
| 52. Shurtleff Park | |
| 53. John F. Kennedy Memorial Park | |
| 54. Cawnceros-Los Amigos School | |

OPEN SPACE DATA SHEET

City Area: 25 Planning Area - 54.63 square miles

Approximate percent in City development: *27.21%

Current public open space:

City developed:	227.14 acres	"
City undeveloped:	180.39	
School:	212.32	
Total:	619.85 acres	

General Plan 1990 projected dwelling units: 46,751

Projected open space needs at one acre per 50 dwellings: 935.02 acres

Important environmental characteristics: shown in detail on following maps of individual planning areas

*Throughout the Appendix, this figure represents the percent of dwelling units projected for 1990 that existed in the City as of the 1970 Census.

OPEN SPACE DATA SHEET

Planning Area: Number 1, Silverado - 1.87 square miles

Approximate percent in city development: * 0

Current public open space:
 City developed: 0
 City undeveloped: 0
 School: 0
 Total: 0

General Plan 1990 projected dwelling units: 1500

Projected public open space needs at one acre per 50 dwellings: 30 acres

Existing open space as percent of projected needs:
 City: 0
 School: 0
 Total: 0

Important environmental characteristics:

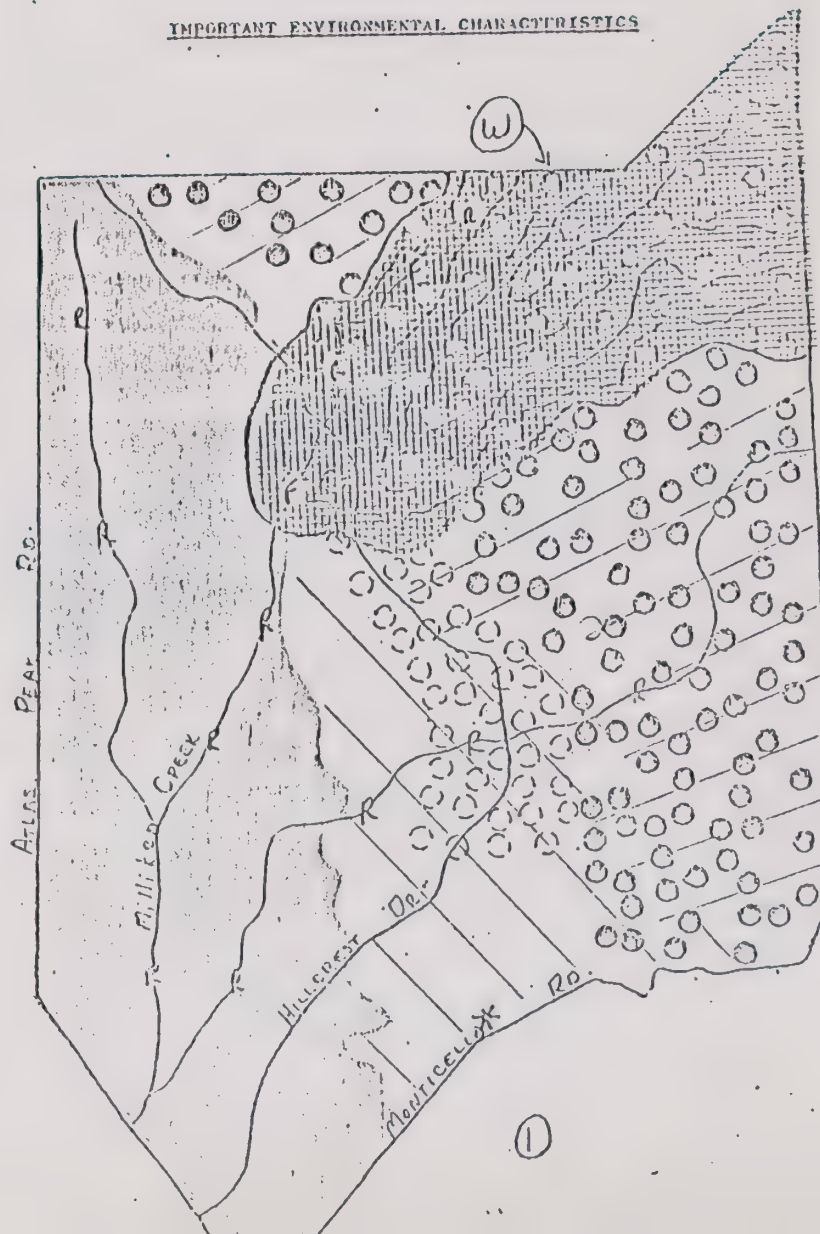
- 1) Milliken Creek with riparian and fish life
- 2) Oak woodland-wildlife habitat covering erodable soil
- 3) Significant watershed with chaparral, erodable soil and steep slope
- 4) Monticello Road--scenic corridor
- 5) Prime soils

Possible policy implementation measures:

- 1) Designate oak woodland-wildlife habitat area and slope area as capable of holding only low-impact development (1 unit/5 acres) because of erosion and watershed problems and change General Plan designation or prezone accordingly
- 2) Designate Monticello Road as scenic corridor and Milliken Creek as significant waterway and declare intention to require setbacks, regulate tree-cutting, etc., if development occurs
- 3) Work with service districts to determine best policies for service extensions in this area

*Throughout the Appendix, this figure represents the percent of dwelling units projected for 1990 that existed in the City as of the 1970 Census.

IMPORTANT ENVIRONMENTAL CHARACTERISTICS



OPEN SPACE DATA SHEET

Planning Area: Number 2, Soda Canyon - 2.34 square miles

Approximate percent in city development: 0

Current Public Open Space:
 City developed: 0
 City undeveloped: 0
 School: .27 acre
 Total: .27 acre

General Plan 1990 projected dwelling units: 528

Projected public open space needs at one acre per 50 dwellings: 10.5 acre

Existing open space as percent of projected needs:
 City: 0
 School: 2.57
 Total: 2.57

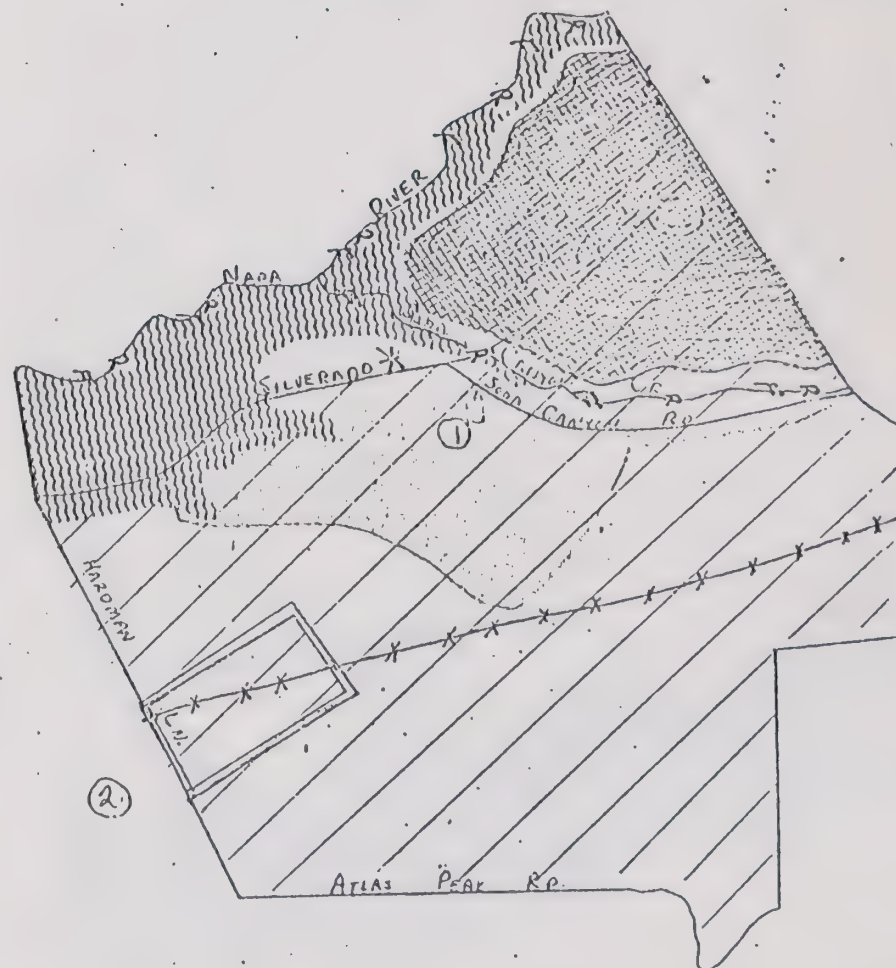
Important environmental characteristics:

- 1) Fault
- 2) Silverado Trail--scenic corridor
- 3) Napa River and Soda Creek with riparian, fish life, and flood plain
- 4) Significant watershed on erosion-prone soils
- 5) Prime soils

Possible policy implementation measures:

- 1) Change General Plan designation to "agricultural" to reflect County practice and lack of community services (outside sphere of influence)
- 2) Explore possibility of regional park along river

IMPORTANT ENVIRONMENTAL CHARACTERISTICS



OPEN SPACE DATA SHEET

Planning Area: Number 3, Salvador - 3.13 square miles

Approximate percent in city development: 20%

Current public open space:

City developed: 0

City undeveloped: 4.79 acres

School: 4.86 acres

Total: 9.65 acres

General Plan 1990 projected dwelling units: 2157

Projected public open space needs at one acre per 50 dwellings:
43.14 acres

Existing open space as percent of projected needs:

City: 11.10 %

School: 11.26

Total: 22.36%

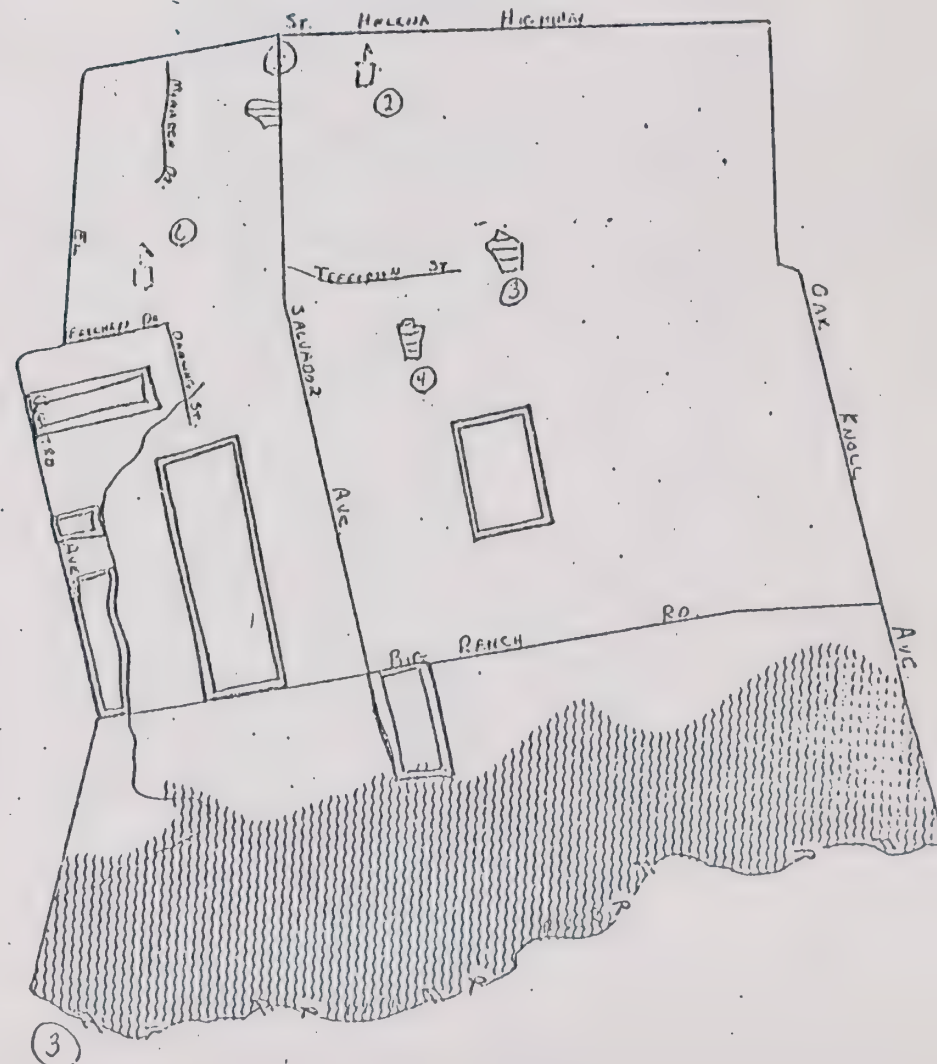
Important environmental characteristics:

- 1) Prime soils
- 2) Napa River with riparian, fish life, flood plain
- 3) Orchards and vineyards

Possible policy implementation measures:

- 1) Designate areas outside sphere of influence as "agricultural" on General Plan to reflect County practice and lack of community services
- 2) Utilize fees paid by new developments in area in lieu of open space dedication for development of existing parks
- 3) Prevent excessive tree-cutting, grading

IMPORTANT ENVIRONMENTAL CHARACTERISTICS



OPEN SPACE DATA SHEET

Planning Area: Number 4, Dry Creek - 1.77 square miles

Approximate percent in city development: 7%

Current public open space:
 City developed: 0
 City undeveloped: 0
 School: 0
 Total: 0

General Plan 1990 projected dwelling units 1246

Projected public open space needs at one acre per 50 dwellings: 24.92 acres

Existing open space as percent of projected needs:
 City: 0
 School: 0
 Total: 0

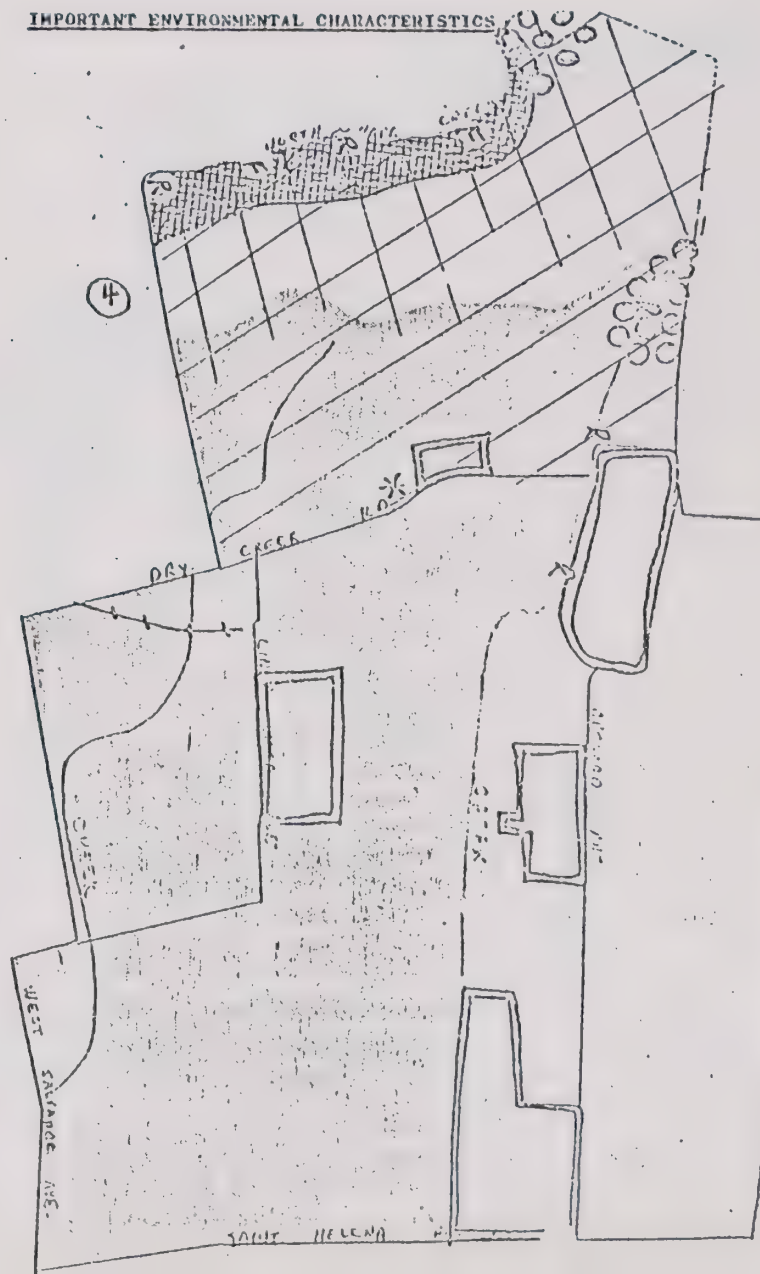
Important environmental characteristics:

- 1) Napa Creek and others with fish and riparian
- 2) Fault
- 3) Prime soils
- 4) Dry Creek Road--scenic corridor
- 5) Significant watershed
- 6) Evergreen woodlands
- 7) Significant slope areas

Possible policy implementation measures:

- 1) Designate areas outside sphere of influence as "agricultural" or "low-density" use to reflect County practice and lack of community services
- 2) Prezone or designate areas within sphere of influence but outside City limits as low-density, or utilize density transfers to save prime and scenic areas
- 3) Designate Dry Creek Road a scenic corridor and require setbacks
- 4) Investigate policies for regulation of development on faults
- 5) Require developments along creeks to set back and allow public easements or dedicate creek-side parks
- 6) Ascertain whether vineyard/orchard owners wish remain in agricultural as opposed to urban land use designation.

IMPORTANT ENVIRONMENTAL CHARACTERISTICS



OPEN SPACE DATA SHEET

Planning Area: Number 5, Linda Vista - 1.94 square miles

Approximate percent in city development: 11%

Current public open space:

City developed: 0
City Undeveloped: 8.98 acres
School: 29.24 acres
Total: 38.22 acres

General Plan 1990 projected dwelling units: 32%6

Projected public open space needs at one acre per 50 dwellings: 65.52 acres

Existing open space as percent of projected needs:

City: 13.70%
School: 44.62
Total: 59.32%

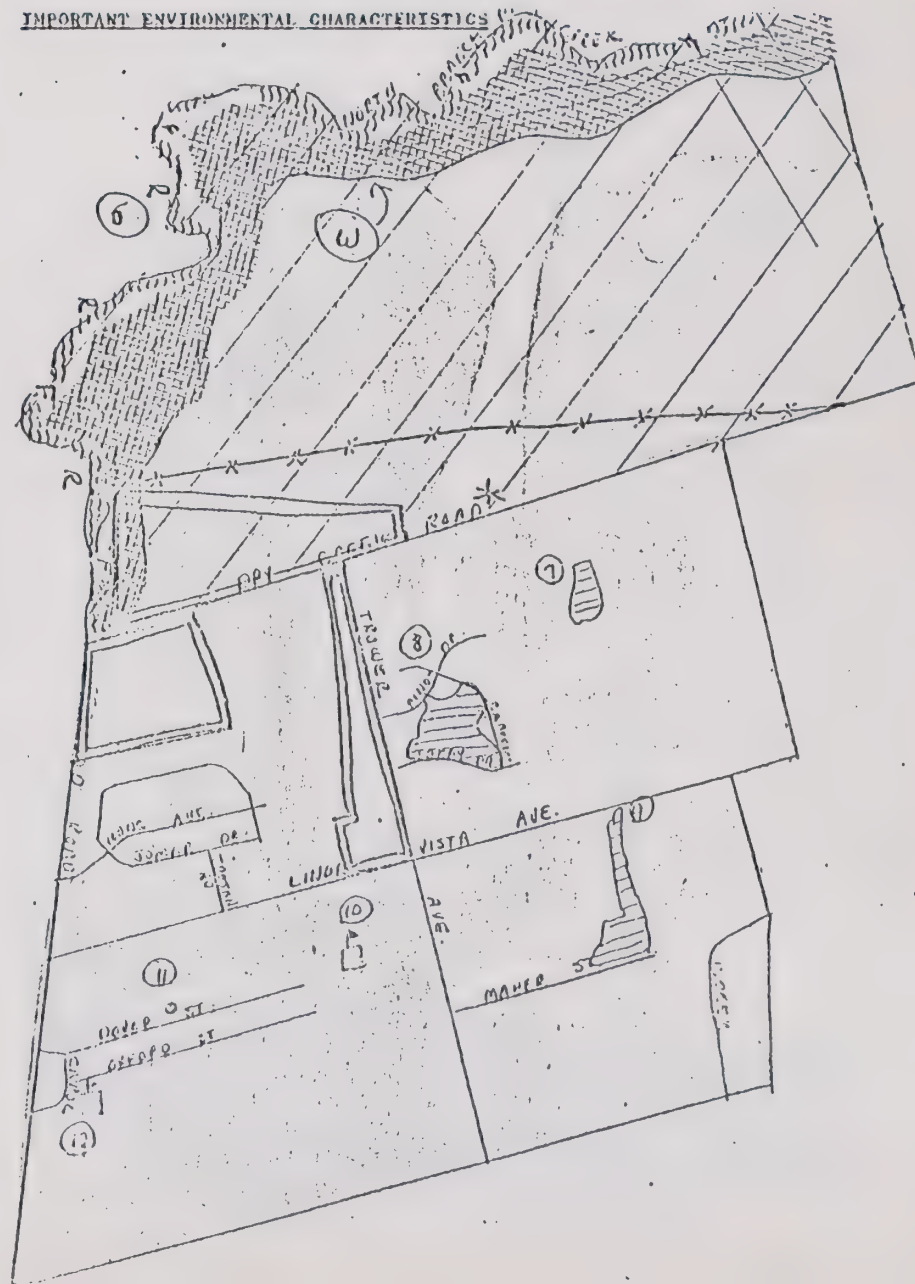
Important environmental characteristics:

- 1) Prize soils
- 2) Fault
- 3) Significant slope areas
- 4) Napa Creek with fish, riparian, flood plain and watershed
- 5) Dry Creek Road--scenic corridor
- 6) Orchards and vineyards

Possible policy implementation measures:

- 1) Designate areas outside sphere of influence for agricultural or low-density urban use on General Plan to reflect County practice and lack of community services
- 2) Determine whether orchard/vineyard owners wish to remain in production. Utilize density transfer approach to save some areas.
- 3) Regulate tree-cutting
- 4) Utilize fees paid by new developments in area in lieu of park dedication to develop existing parks, until such time as new acquisition becomes necessary.

IMPORTANT ENVIRONMENTAL CHARACTERISTICS



OPEN SPACE DATA SHEET

Planning Area: Number 6, Crescent - 2.06 square miles

Approximate percent in city development: 22%

Current public open spaces:

City developed:	.57 acre
City undeveloped:	1.75 acre
Schools:	48.96 acres
Total:	51.28 acres

General Plan 1990 projected dwelling units: 4403

Projected public open space needs at one acre per 50 dwellings: 88.06 acres

Existing open space as percent of projected needs:

City:	2.63%
Schools:	55.60
Total:	58.23%

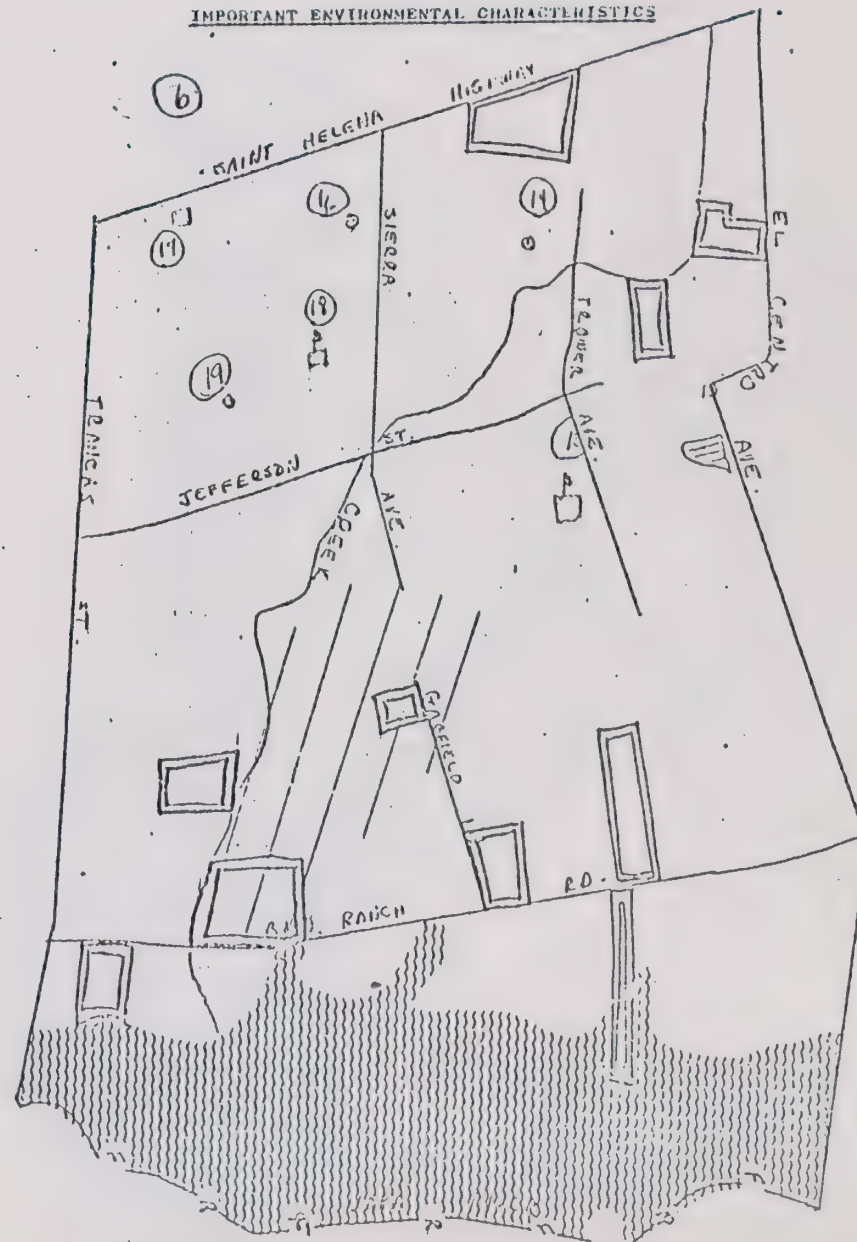
Important environmental characteristics:

- 1) Prime soils
- 2) Napa River with flood plain, fish and riparian
- 3) Vineyards and orchards
- 4) Creeks

Possible policy implementation measures:

- 1) Designate areas outside sphere of influence for agricultural use on General Plan to reflect County practice and lack of community services
- 2) Determine whether vineyard/orchard owners wish to remain in production. Utilize density transfer approach to preserve prime areas
- 3) Require development setbacks from and public easement to, or park dedication on, creeks
- 4) Regulate tree cutting; pursue park acquisition
- 5) Explore possibility of regional park along river

IMPORTANT ENVIRONMENTAL CHARACTERISTICS



OPEN SPACE DATA SHEET

Planning area: Number 7, Milliken - 1.69 square miles

Approximate percent in city development: 0

Current public open space:
City developed: 0
City undeveloped: 0
Schools: 0
Totals: 0

General Plan 1990 projected dwelling units: 910

Projected public open space needs at one acre per 50 dwellings: 18.20 acres

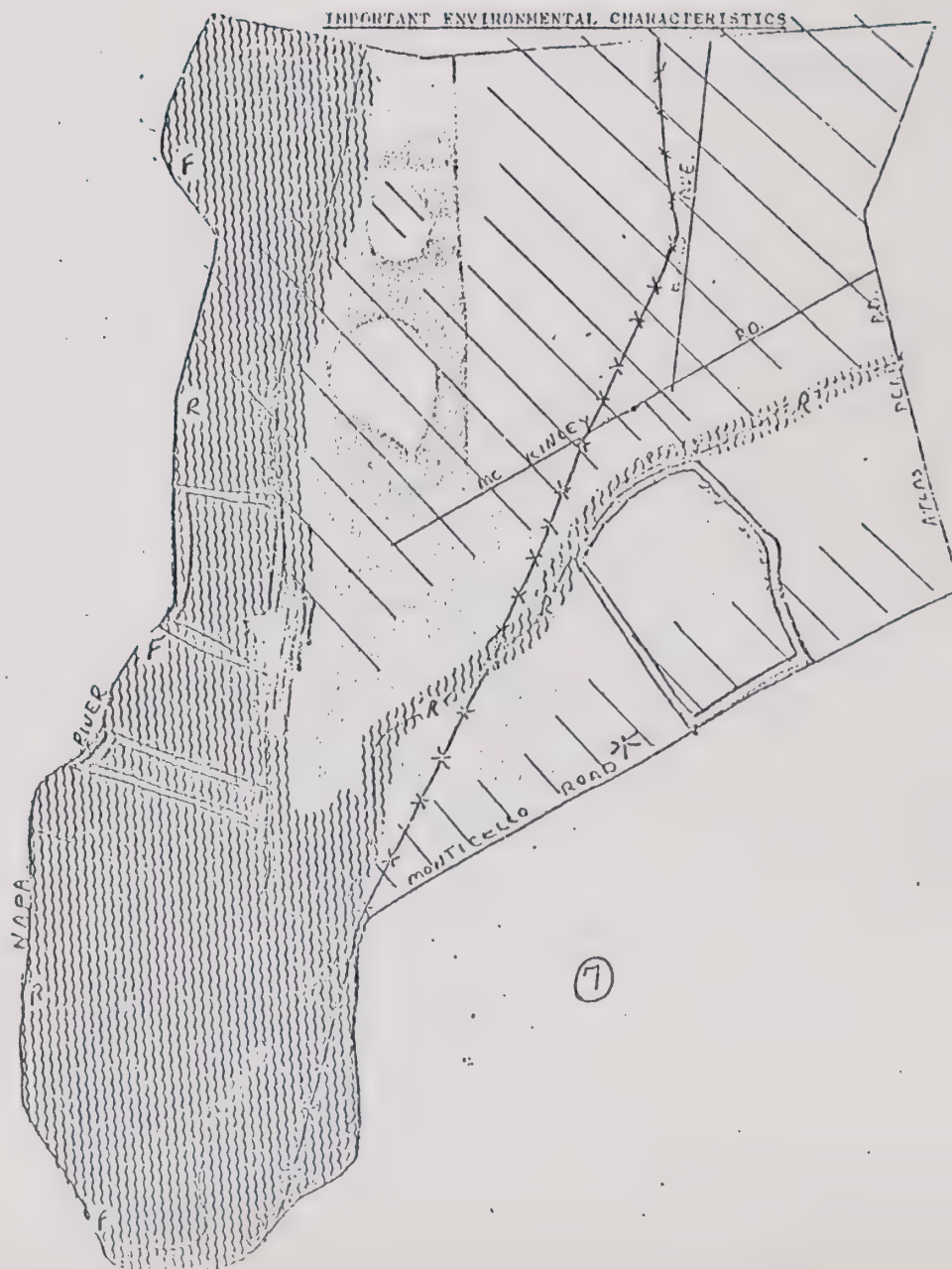
Existing open space as percent of projected needs:
City: 0
Schools: 0
Total: 0

Important environmental characteristics:

- 1) Prime soils
- 2) Fault
- 3) Napa River with floodplain, fish and riparian
- 4) Monticello Road--scenic corridor
- 5) Milliken Creek with flood plain and riparian

Possible policy implementation measures:

- 1) Designate areas outside sphere of influence for low-density use in General Plan
- 2) Explore possibility of acquiring general-use regional park along river
- 3) Determine best policy for regulation of development along fault
- 4) Determine whether orchard/vineyard owners wish to remain in production. Utilize density transfer approach to save some prime soil areas
- 5) Designate Monticello Road a scenic corridor and require setbacks
- 6) Require setbacks from Milliken Creek, public easements to creek, or park dedication along creek, when development occurs



OPEN SPACE DATA SHEET

Planning area: Number 8, Sarco - 1.19 square miles

Approximate percent in city development: 0

Current public open space:

City developed: 0
City undeveloped: 0
School: 2.18 acres
Total: 2.18 acres

General plan 1990 projected dwelling units: 946

Projected public open space needs at one acre per 50 dwellings: 18.92 acres

Existing open space as percent of projected needs:

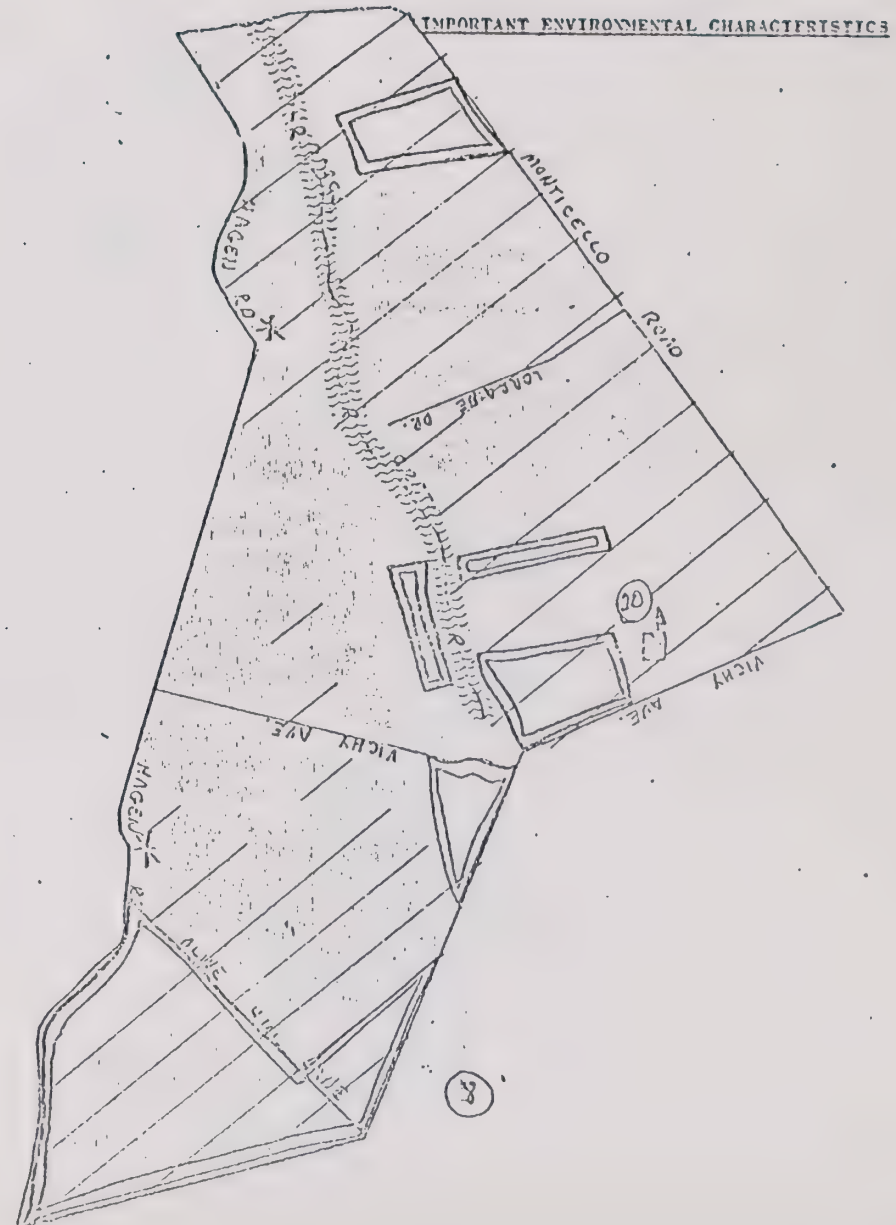
City: 0
School: 11.52%
Total: 11.52%

Important environmental characteristics:

- 1) Hagen Road--scenic corridor
- 2) Price soils
- 3) Sarco Creek with flood plain and riparian

Possible policy implementation measures:

- 1) Change General Plan designation in areas outside sphere of influence to "agricultural" or "low-density" urban use to reflect County practice and lack of community services
- 2) Require any developments along Sarco Creek to setback from and allow public access to Creek
- 3) Require setbacks from Hagen Road



OPEN SPACE DATA SHEET

Planning area: Number 9, Foothills - 3.94 square miles

Approximate percent in city development: 0

Current public open space:
City developed: 0
City undeveloped: 0
School: 0
Total: 0

General Plan 1990 projected dwelling units: 1000

Projected public open space needs at one acre per 50 dwellings: 20.00 acres

Existing open space as percent of projected needs:
City: 0
School: 0
Total: 0

Important environmental characteristics:

- 1) Prime soils
- 2) Significant slopes with erosion-prone soils
- 3) Monticello and Hagen roads--scenic corridors
- 4) Chaparral woodlands and oak woodland-wildlife habitat on erosion-prone soils and in significant watershed area

Possible policy implementation measures:

- 1) Change General Plan designation to agricultural or low-density residential (1 unit/5 acres) to reflect County practice and lack of community services

IMPORTANT ENVIRONMENTAL CHARACTERISTICS



OPEN SPACE DATA SHEET

Planning area: Number 10, Country Club - 2.18 square miles

Approximate percent in city development: 0

Current public open space:

City developed: 0

City undeveloped: 0

School: 1.13 acre

Total: 1.13 acre

General Plan 1990 projected dwelling units: 923

Projected public open space needs at one acre per 50 dwellings: 18.46 acres

Existing open space as percent of projected needs:

City: 0

School: 6.12%

Total: 6.12%

Important environmental characteristics:

- 1) Hagen and Coombsville roads--scenic corridors
- 2) Prize Creek
- 3) Sarco Creek and Tulocay Creek with riparian
- 4) Significant watershed on slopes and erosion-prone soils
- 5) Significant slopes on erosion-prone soils

Possible policy implementation measures:

- 1) In the event of annexation, designate slope and erosion-prone areas for low-impact development (1 unit per 5 acres)
- 2) Designate Hagen and Coombsville roads as scenic corridors and require development setbacks
- 3) Require setbacks from and public access to creeks if development occurs



OPEN SPACE DATA SHEET

Planning Area: Number 11, Alta Heights - 2.04 square miles

Approximate percent in city development: 42%

Current public open space:
 City developed: 0
 City undeveloped: 1.87 acres
 School: 5.14 acres
 Total: 7.01 acres

General Plan 1990 projected dwelling units: 1449

Projected public open space needs at one acre per 50 dwellings: 28.98 acres

Existing open space as percent of projected needs:
 City: 6.46 %
 School: 17.73
 Total: 24.19%

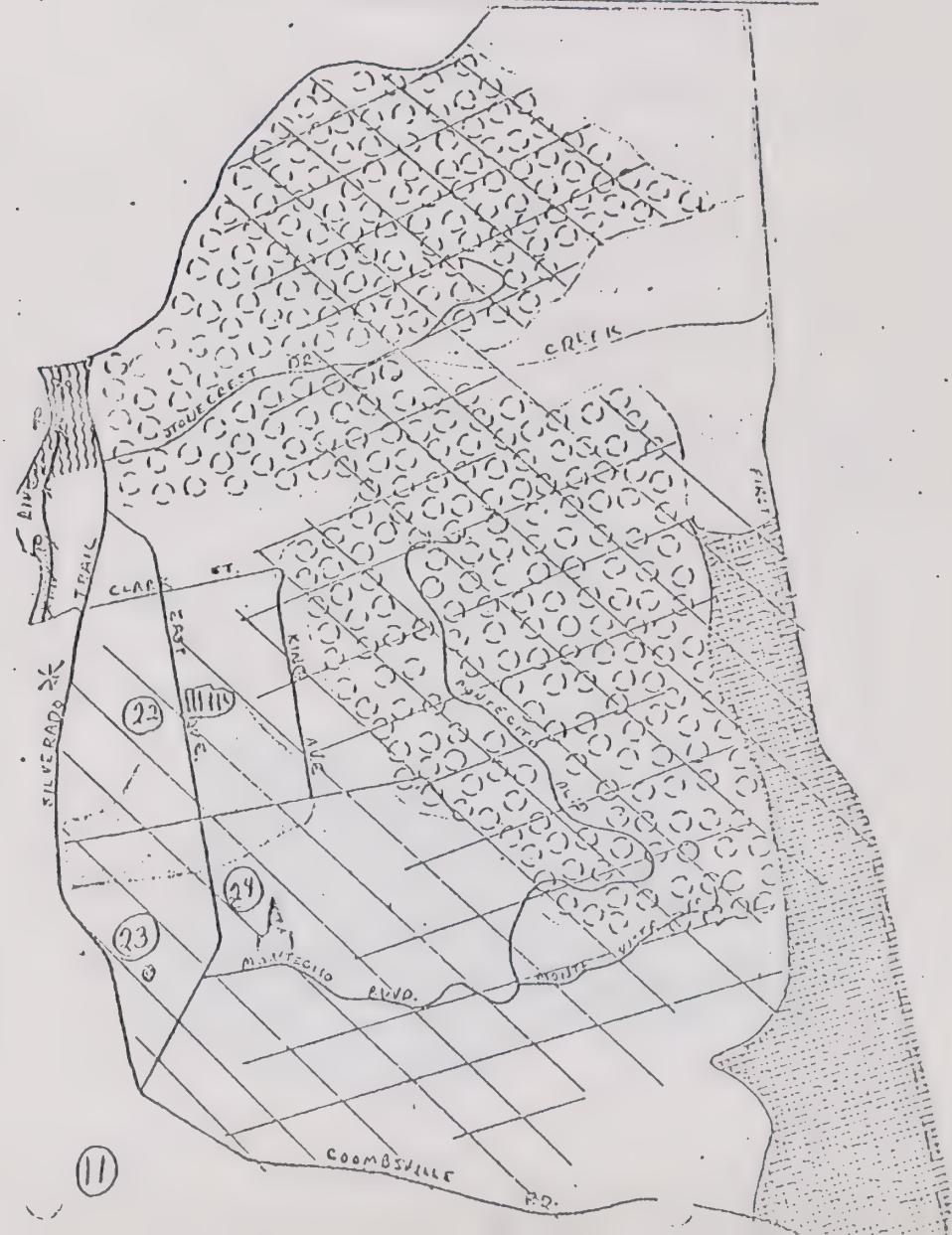
Important environmental characteristics:

- 1) Napa River with riparian and flood plain
- 2) Coombsville Road and Silverado Trail--scenic corridor
- 3) Oak woodland-wildlife habitat on significant slope and erosion-prone soils
- 4) Prime soils
- 5) Significant watershed
- 6) Cup-and-Saucer hillside area

Possible policy implementation measures:

- 1) Require development setbacks from Coombsville Road and Silverado Trail
- 2) Designate some oak woodland-wildlife habitat for low-impact development only and regulate developments so as to minimize visual and environmental intrusion
- 3) Study Cup-and-Saucer to determine best development policies

IMPORTANT ENVIRONMENTAL CHARACTERISTICS



OPEN SPACE DATA SHEET

Planning Area: Number 12, Beard - 1.54 square miles

Approximate percent in city development: 56%

Current public open space:
 City developed: 2.40 acres
 City undeveloped: 0
 School: 29.01 acres
 Total: 31.41 acres

General Plan 1990 projected dwelling units: 3395

Projected public open space needs at one acre per 50 dwelling units: 67.30 acres

Existing open space as percent of projected needs:
 City: 3.56%
 School: 43.10%
 Total: 46.66%

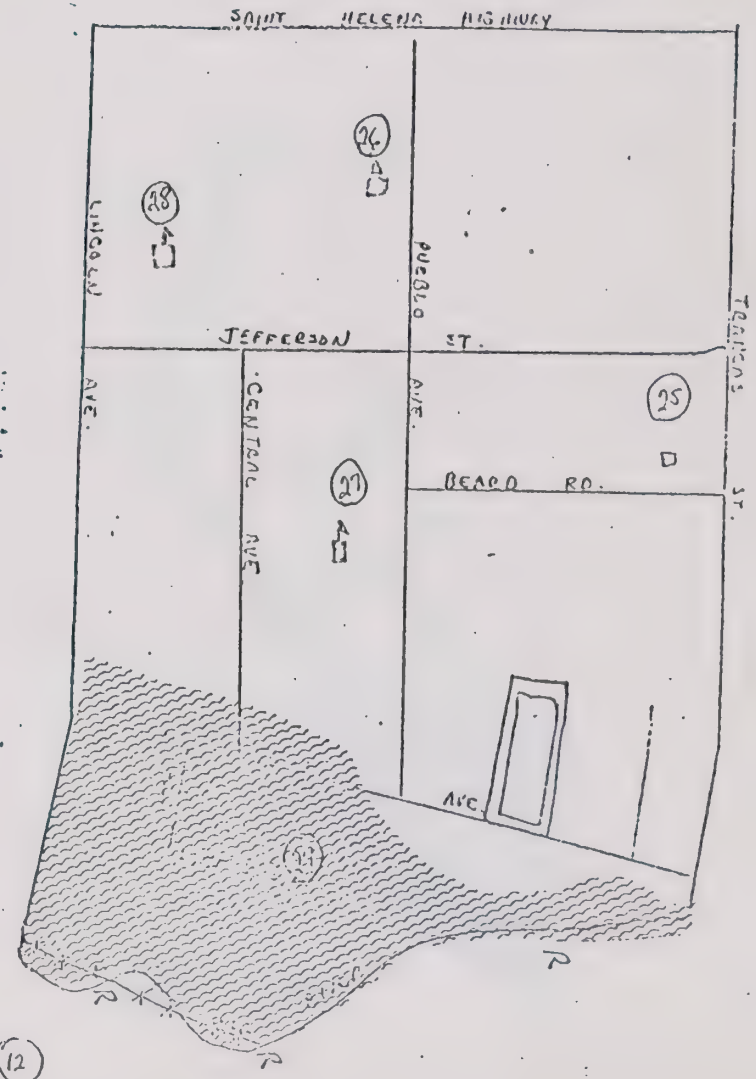
Important environmental characteristics:

- 1) Napa River with flood plain and riparian
- 2) Prime soils

Possible policy implementation measures:

- 1) Require development setbacks from and public easements to river if development occurs
- 2) Pursue park acquisition and development of bicycle and walking paths

IMPORTANT ENVIRONMENTAL CHARACTERISTICS



OPEN SPACE DATA SHEET

Planning Area: Number 13, Lincoln - .62 square miles

Approximate percent in city development (residential): 30%

Current public open space:
City developed: 0
City undeveloped: .5 acre
School: 4.4 acres
Total: 4.9 acres

General Plan 1990 projected dwelling units: 3780

Projected public open space needs at one acre per 50 dwellings: 75.60 acres

Existing open space as percent of projected needs:
City: .06%
School: 5.82%
Total: 5.88%

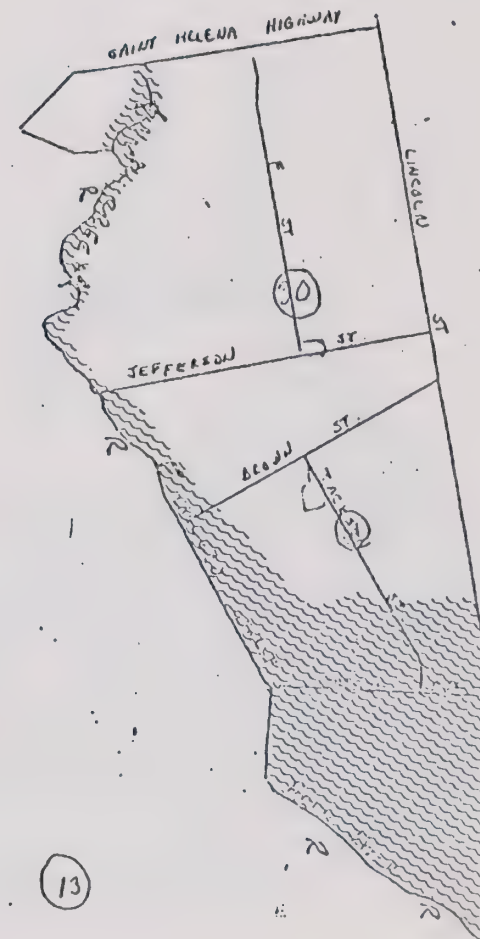
Important environmental characteristics:

- 1) Napa River with flood plain and riparian
- 2) Napa Creek with flood plain, riparian and fish life

Possible policy implementation measures:

- 1) Require development setbacks and public easements if large developments occur on creek and river
- 2) Pursue development of bicycle and walking paths along creek
- 3) Regulate tree-cutting, especially along creek

IMPORTANT ENVIRONMENTAL CHARACTERISTICS



OPEN SPACE DATA SHEET

Planning Area: Number 14, Central Napa - .95 square miles

Approximate percent in city development (residential): 86%

Current public open space:
City developed: .50 acre
City undeveloped: 0
School: 0
Total: .50 acre

General Plan 1990 projected dwelling units: 1600

Projected public open space needs at one acre per 50 dwelling units: 32.00 acres

Existing open space as percent of projected needs:
City: 1.57%
School: 0
Total: 1.57%

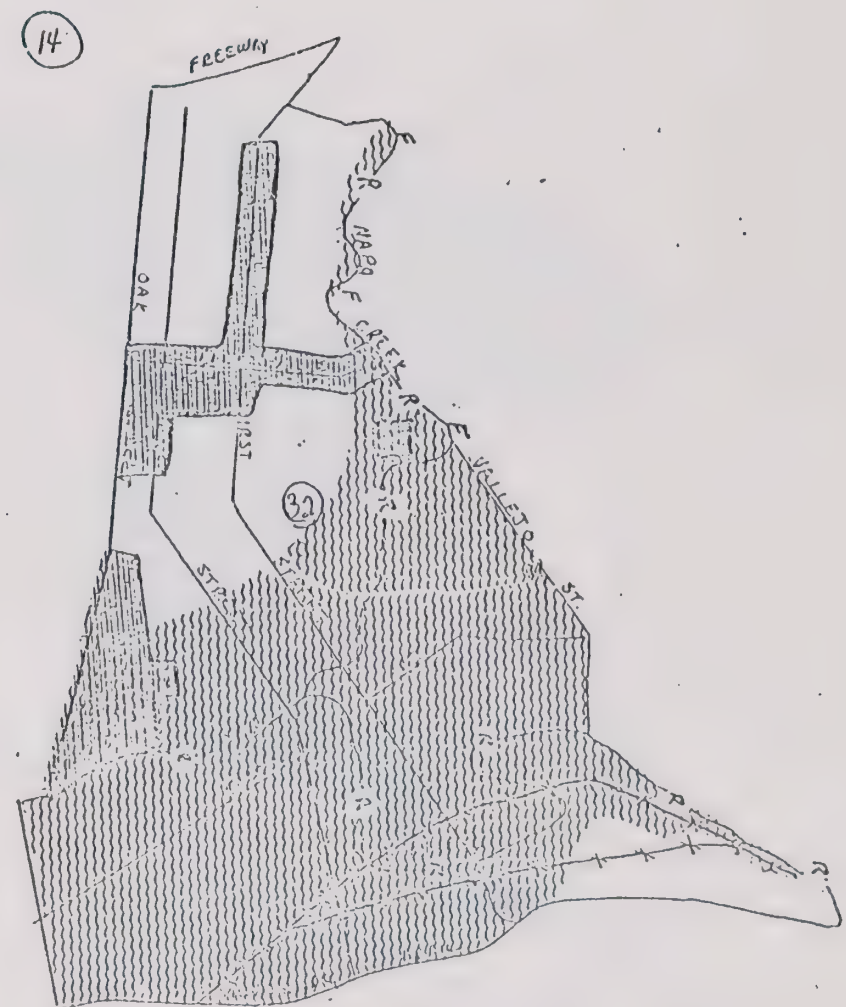
Important environmental characteristics:

- 1) Fault
- 2) Napa River and Creek with flood plain, riparian and fish life
- 3) Historical areas

Possible policy implementation measures:

- 1) Determine best policy for regulation of development on fault lines
- 2) Pursue development of signing system, bike paths and walking tours of historical areas
- 3) Require setbacks along creek and attempt to acquire public easements for future establishment of bicycle and walking trails

IMPORTANT ENVIRONMENTAL CHARACTERISTICS



OPEN SPACE DATA SHEET

Planning Area: Number 15, Pueblo - 1.19 square miles

Approximate percent in city development: 46%

Current public open space:
 City developed: 4.04 acres
 City undeveloped: 0
 School: 9.13 acres
 Total: 13.17 acres

General Plan 1990 projected dwelling units: 1800

Projected public open space needs at one acre per 50 dwellings: 36.00 acres

Existing open space as percent of projected needs:
 City: 11.23%
 School: 25.36%
 Total: 36.59%

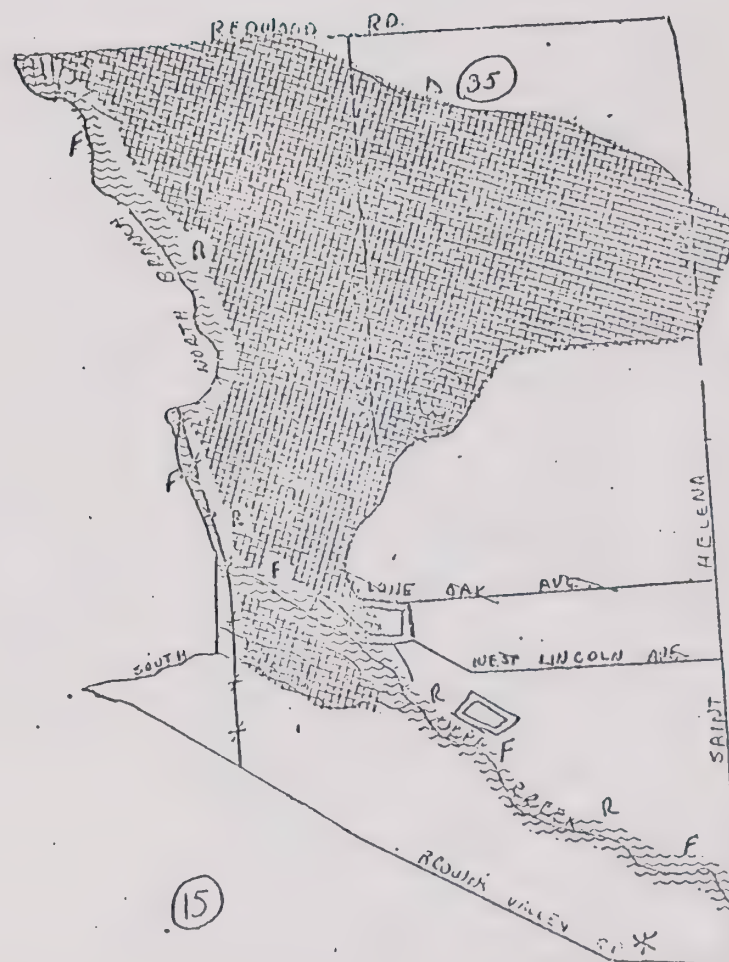
Important environmental characteristics:

- 1) Fault
- 2) Brown's Valley Road--scenic corridor
- 3) Napa Creek with flood plain, fish life, riparian
- 4) Significant watershed

Possible policy implementation measures:

- 1) Require setbacks from and public easements to creeks when development occurs
- 2) Pursue development of parks and bicycle-walking trails along creeks
- 3) Require development setbacks from Brown's Valley Road
- 4) Determine best policies for regulation of development along faults

IMPORTANT ENVIRONMENTAL CHARACTERISTICS



(15)

OPEN SPACE DATA SHEET

Planning Area: Number 16, Brown Valley - 2.43 square miles

Approximate percent in city development: 22%

Current public open space:
City developed: 2.00 acres
City undeveloped: 14.46 acres
School: 3.13 acres
Total: 19.59 acres

General Plan 1990 projected dwelling units: 2200

Projected public open space needs at one acre per 50 dwellings: 44.00 acres

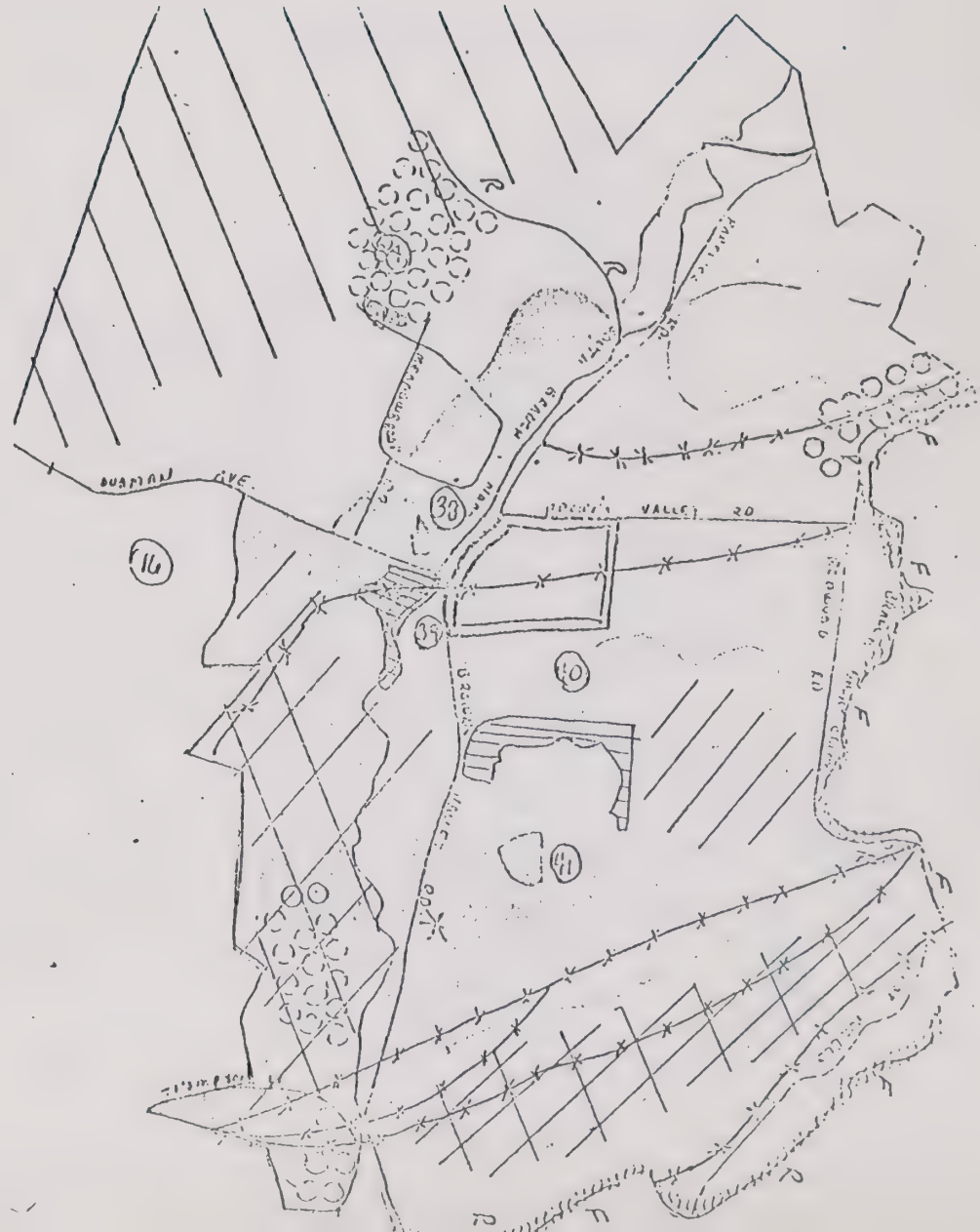
Existing open space as percent of projected needs:
City: 37.40%
School: 7.11%
Total: 44.51%

Important environmental characteristics:

- 1) Oak woodland-wildlife habitat on significant slope
- 2) Evergreen woodlands
- 3) Faults
- 4) Brown's Valley, Redwood Roads--scenic corridors
- 5) Napa Creek with riparian, fish life and flood plain
- 6) Other creeks
- 7) Hillside significant for recreational purposes (as defined in General Plan)

Possible policy implementation measures:

- 1) Pursue development of skyline park on hills designated in General Plan
- 2) Prezone or rezone hillside areas designated for open space in General Plan for conformance
- 3) Utilize density transfers to preserve oak woodland-wildlife habitat and other trees
- 4) Require setbacks from scenic corridors
- 5) Require setbacks from creeks and public easements or parks if creekside development occurs
- 6) Use fees provided in lieu of open space dedication to develop existing parks
- 7) Determine best policy for regulation of development along faults



IMPORTANT ENVIRONMENTAL CHARACTERISTICS

OPEN SPACE DATA SHEET

Planning Area: Number 17, Congress Valley - 5.74 square miles

Approximate percent in city development: 0

Current public open spaces:
 City developed: 0
 City undeveloped: 0
 School: 0
 Total: 0

General Plan 1990 projected dwelling units: 3300

Projected public open space needs at one acre per 50 dwellings: 66.00 acres

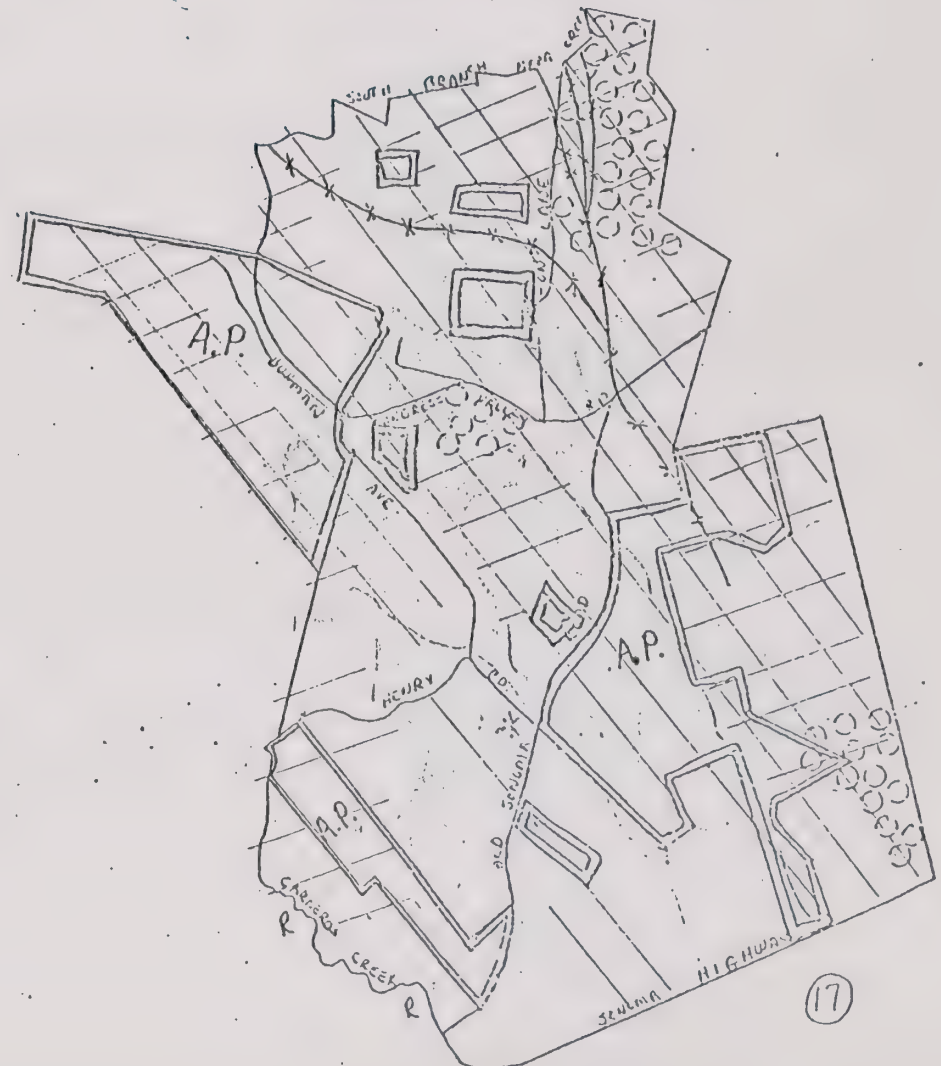
Existing open space as percent of projected needs:
 City: 0
 School: 0
 Total: 0

Important environmental characteristics:

- 1) Faults
- 2) Agricultural preserves
- 3) Prime soils
- 4) Creeks
- 5) Slopes and erosion-prone soils
- 6) Oak woodland-wildlife habitat on significant slope and erosion-prone area
- 7) Old Sonoma Road--scenic corridor

Possible policy implementation measures:

- 1) Designate area on General Plan as "agricultural" and "low-density" use to reflect County practice and lack of community services
- 2) Determine policy for dealing with regulation of hills designated for open space uses in General Plan



OPEN SPACE DATA SHEET

Planning Area: Number 18, Foster - 1.96 square miles

Approximate percent in city development: 50%

Current public open space:

City developed: 0

City undeveloped: 0

School: 35.14 acres

Total: 35.14 acres

General Plan 1990 projected dwelling units: 3234

Projected public open space needs at one acre per 50 dwellings: 64.68 acres

Existing open space as percent of projected needs:

City: 0

School: 54.32%

Total: 54.32%

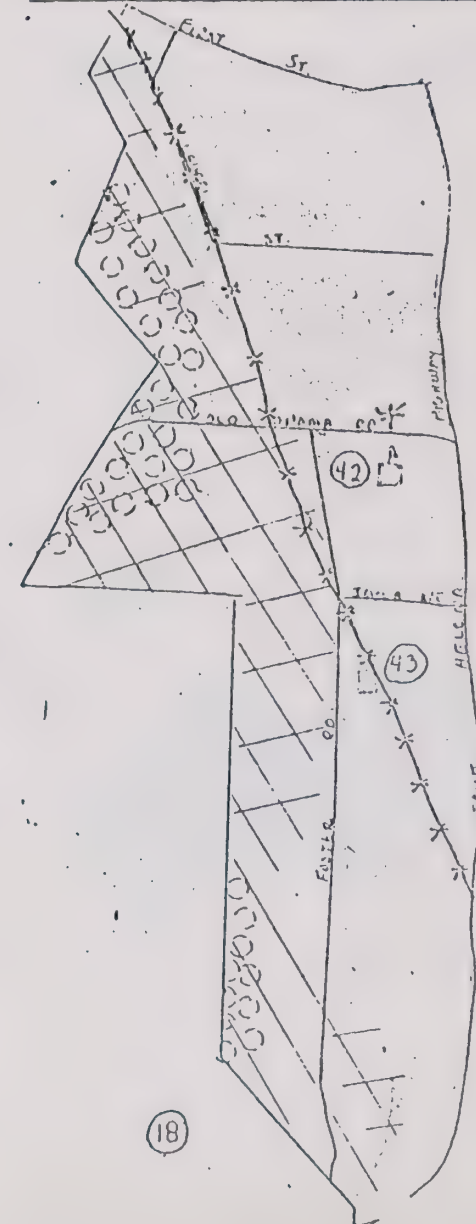
Important environmental characteristics:

- 1) Fault
- 2) Old Sonoma Road--scenic corridor
- 3) Oak woodland-wildlife habitat on significant slope and erosion-prone soil
- 4) Prime soils

Possible policy implementation measures:

- 1) Utilize density transfers to preserve oak woodland-wildlife habitat
- 2) Determine best policy for development regulation along faults

IMPORTANT ENVIRONMENTAL CHARACTERISTICS



OPEN SPACE DATA SHEET

Planning Area: Number 19, Shearer - .84 square miles

Approximate percent in city development (residential): 52%

Current public open spaces:

City developed:	0
City undeveloped:	12.67 acres
School:	6.12 acres
Total:	18.79 acres

General Plan 1990 projected dwelling units: 3396

Projected public open space needs at one acre per 50 dwellings: 67.92 acres

Existing open space as percent of projected needs:

City:	18.65%
School:	9.01%
Total:	27.66%

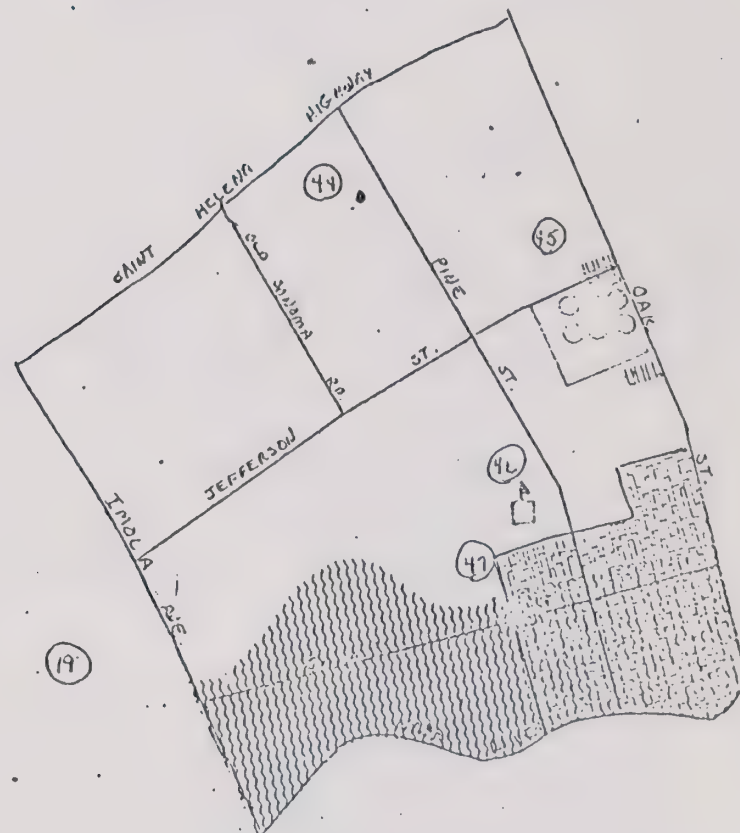
Important environmental characteristics:

- 1) Napa River with flood plain
- 2) Historical districts

Possible policy implementation measures:

- 1) Require new industrial developments to provide open space buffers
- 2) Require public easements of new developments along river for possible future use as bicycle or walking trails
- 3) Pursue development of bicycle and walking paths and signs to increase recreation and educational potential of historical areas

IMPORTANT ENVIRONMENTAL CHARACTERISTICS



OPEN SPACE DATA SHEET

Planning Area: Number 20, Coombsville - 1.84 square miles

Approximate percent in city development: 23%

Current public open space:

City developed:	8.5 acres
City undeveloped:	4.5 acres
School:	32.89 acres
Total:	45.89 acres

General Plan 1990 projected dwelling units: 2340

Projected public open space needs at one acre per 50 dwellings: 46.80 acres

Existing open space as percent of projected needs:

City:	27.77%
School:	70.27%
Total:	98.04%

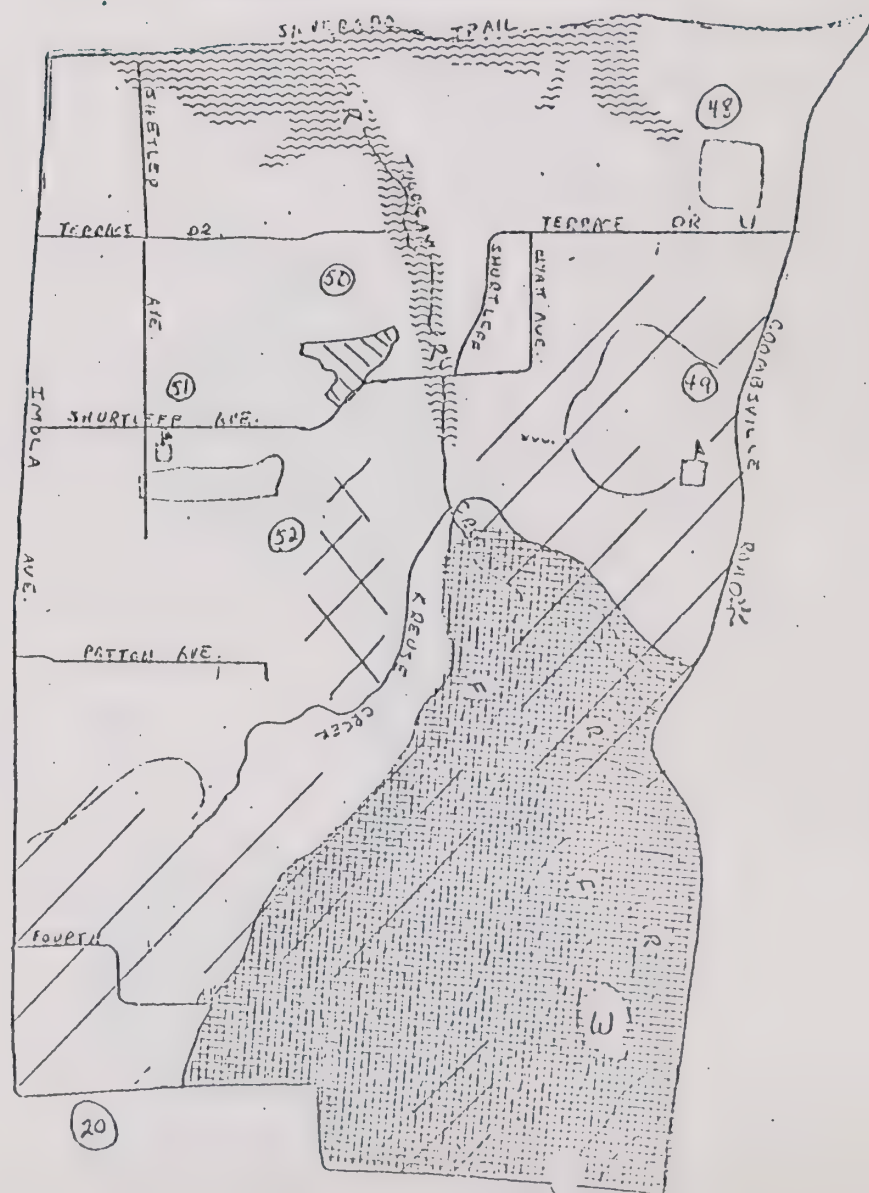
Important environmental characteristics:

- 1) Prime soils
- 2) Tulocay Creeks with riparian, flood plains, and fish life
- 3) Coombsville Road--scenic corridor
- 4) Significant watershed

Possible policy implementation measures:

- 1) Designate areas outside sphere of influence for low-density on General Plan to conform with County practice and lack of community services
- 2) Require setbacks from and public easements to creeks when development occurs
- 3) Require setbacks from scenic corridor

IMPORTANT ENVIRONMENTAL CHARACTERISTICS



OPEN SPACE DATA SHEET

Planning Area: Number 21, Hospital - 1.56 square miles

Approximate percent in city development: not applicable

Current public open spaces: none

General Plan 1990 projected dwelling units: none

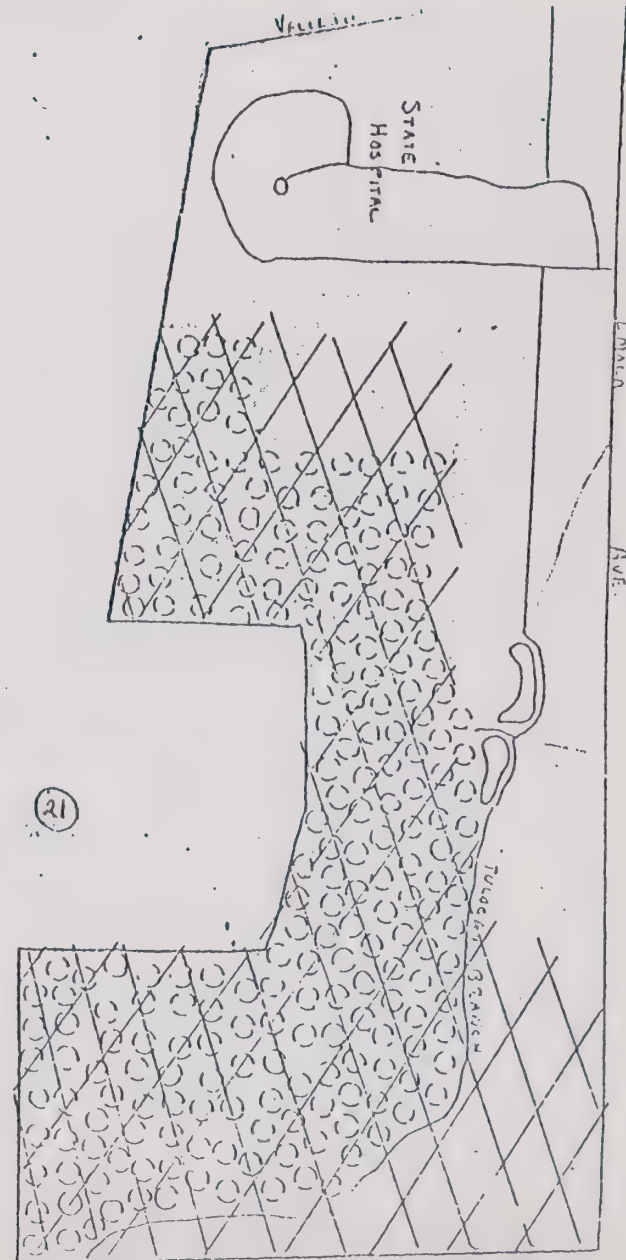
Projected public open space needs at one acre per 50 dwellings: none

Important environmental characteristics:

- 1) Prime soils
- 2) Creeks
- 3) Slopes
- 4) Oak woodland-wildlife habitat
- 5) Regional plans for recreational use

Possible policy implementation measures:

- 1) Cooperate with County and State in their attempts to acquire the slope and lake areas for regional park use



OPEN SPACE DATA SHEET

Planning Area: Number 21, Hospital - 1.56 square miles

Approximate percent in city development: not applicable

Current public open space: none

General Plan 1990 projected dwelling units: none

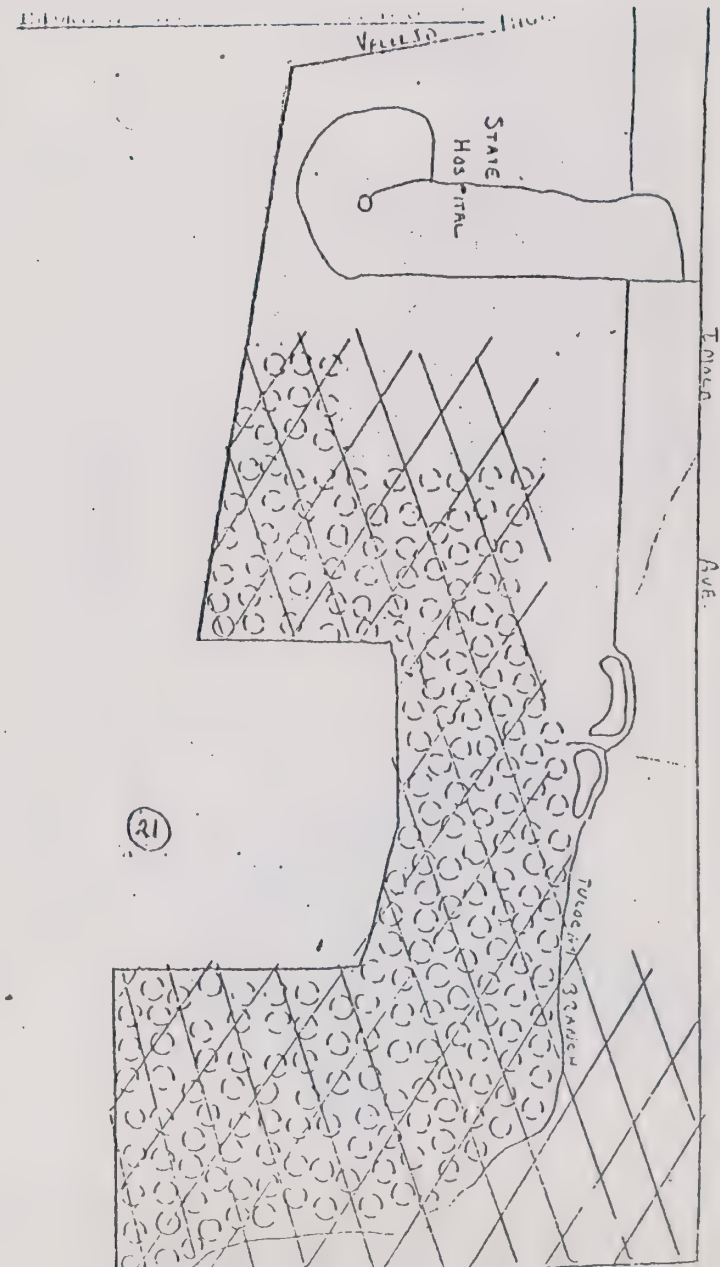
Projected public open space needs at one acre per 50 dwellings: none

Important environmental characteristics:

- 1) Prime soils
- 2) Creeks
- 3) Slopes
- 4) Oak woodland-wildlife habitat
- 5) Regional plans for recreational use

Possible policy implementation measures:

- 1) Cooperate with County and State in their attempts to acquire the slope and lake areas for regional park use



OPEN SPACE DATA SHEET

Planning Area: Number 22, Suscol Ridge - 3.27 square miles

Approximate percent in city development: 0

Current public open spaces:
 City developed: 0
 City undeveloped: 0
 Schools: 0
 Total: 0

General Plan 1990 projected dwelling units: 1140

Projected public open space needs at one acre per 50 dwellings: 22.80 acres

Existing open space as percent of projected needs:
 City: 0
 School: 0
 Total: 0

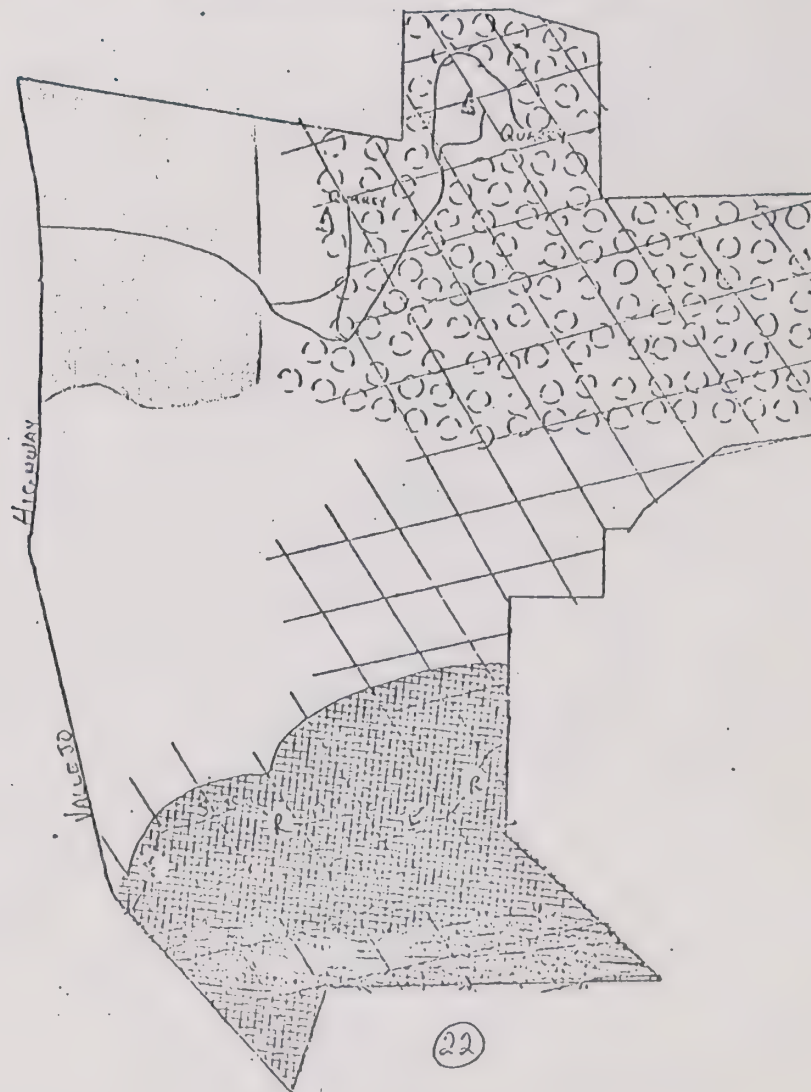
Important environmental characteristics:

- 1) Mineral resources
- 2) Oak woodland-wildlife habitat on significant slopes and erosion-prone soils
- 3) Soil slump area on significant watershed and slopes
- 4) Suscol Creek with riparian and fish life

Possible policy implementation measures:

- 1) Designate areas outside sphere of influence as "agricultural" on General Plan to conform to County practice and lack of community services

IMPORTANT ENVIRONMENTAL CHARACTERISTICS



OPEN SPACE DATA SHEET

Planning Area: Number 23, River East - 2.54 square miles

Approximate percent in city development: not applicable

Current public open space:

City developed: 200 acres
City undeveloped: 140 acres
School: 0
Total: 340 acres

General Plan 1990 projected dwelling units: none

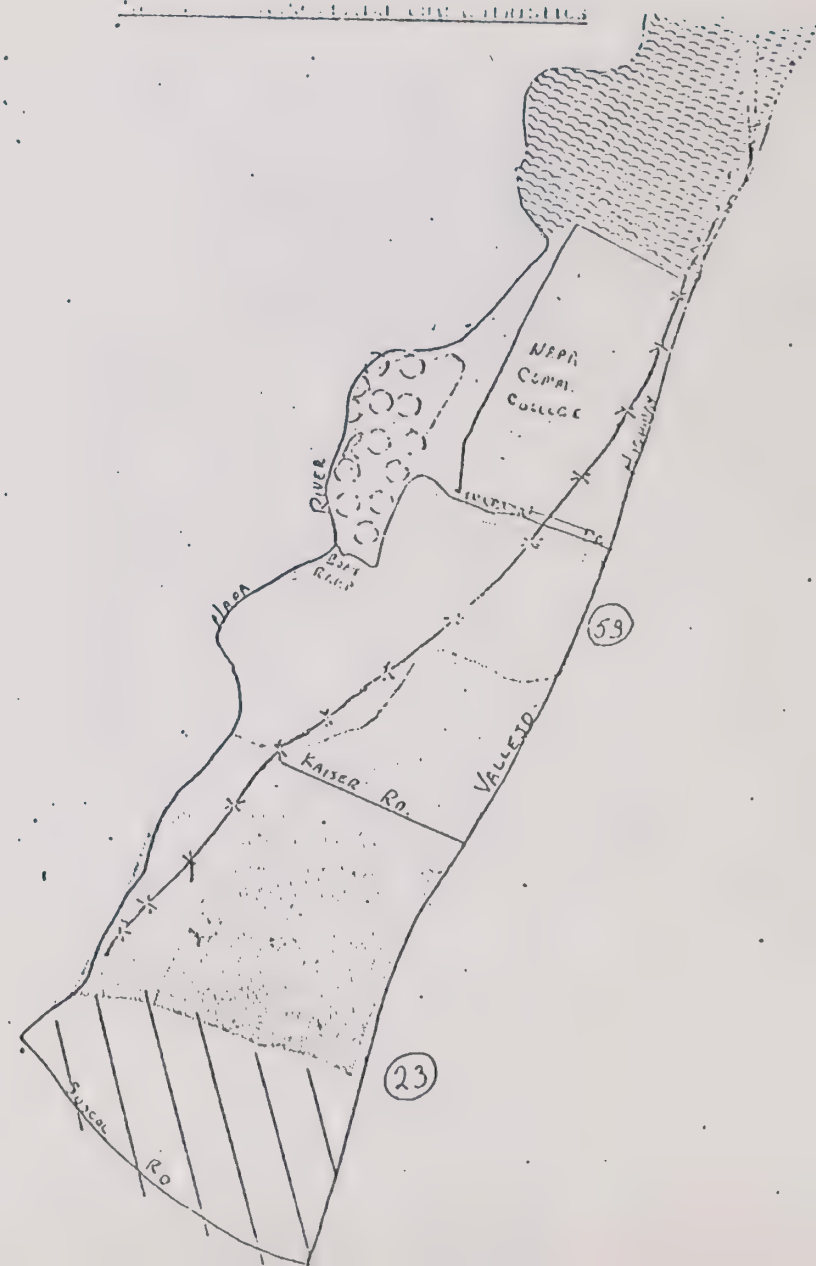
Projected public open space needs: none

Important environmental characteristics:

- 1) Prime soils
- 2) Fault
- 3) Marshland-wildlife habitat
- 4) Napa River with flood plain

Possible policy implementation measures:

- 1) Pursue development of Kennedy Park and bicycle paths from park to downtown
- 2) Retain as much marshland habitat in Kennedy Park as possible



OPEN SPACE DATA SHEET

Planning Area: Number 24, River West - 1.78 square miles

Approximate percent in city development: 5%

Current public open space:
City developed: 0
City undeveloped: 0
School: 0
Total: 0

General Plan 1990 projected dwelling units: 1610

Projected public open space needs at one acre per 50 dwellings: 32.20 acres

Existing open space as percent of projected needs:
City: 0
School: 0
Total: 0

Important environmental characteristics:

- 1) Prime soils
- 2) Fault
- 3) Napa River with flood plain and riparian

Possible policy implementation measures:

- 1) Require new development to set back from river and to provide public easements
- 2) Determine best policy for regulating development along faults
- 3) Lower density designation for areas well outside sphere of influence to reflect County practice and lack of community services

IMPORTANT ENVIRONMENTAL CHARACTERISTICS



OPEN SPACE DATA SHEET

Planning Area: Number 25, Carneros-Home Hill - 4.22 square miles

Approximate percent in city development: 5%

Current public open space:
City developed: 0
City undeveloped: 0
School: .72
Total: .72

General Plan 1990 projected dwelling units: 613+

Projected public open space needs at one acre per 50 dwelling units: 12.36+ acres

Existing open space as percent of projected needs:
City: 0
School: less than 6%
Total: less than 6%

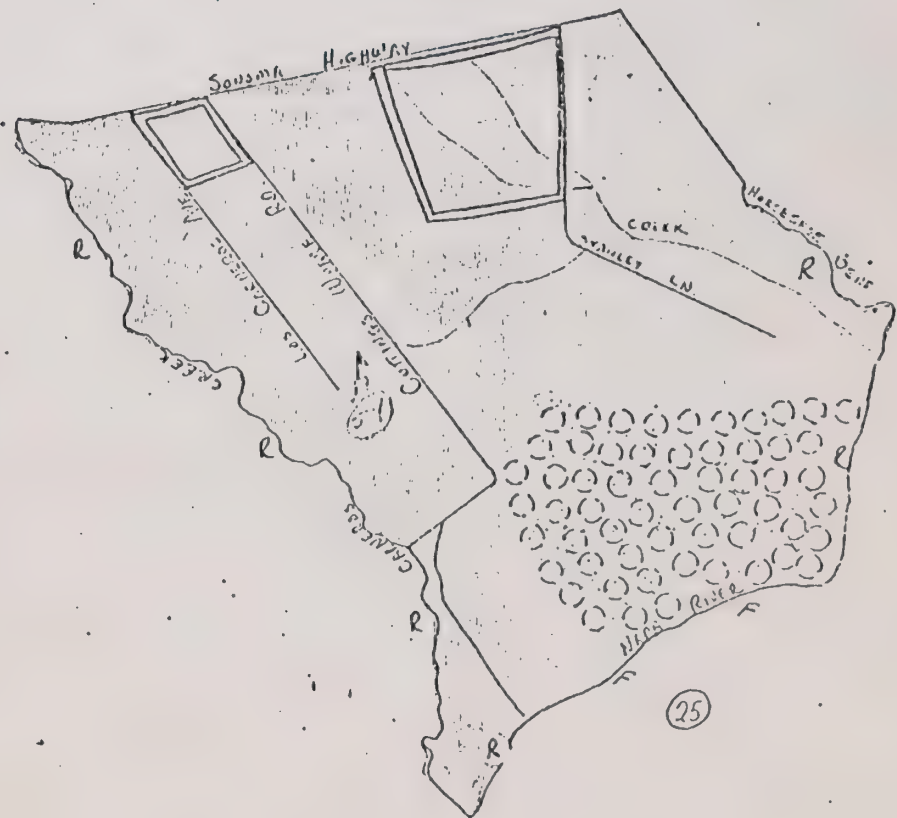
Important environmental characteristics:

- 1) Napa River and Carneros Creek with riparian and fish life
- 2) Other creeks
- 3) Prime soils
- 4) Marshland-wildlife habitat

Possible policy implementation measures:

- 1) Designate marshland-wildlife habitat for preservation from intense development (it is the scarcest habitat type in the State) and work in conjunction with State and County efforts to preserve marshland all along Napa River.
- 2) Work with community service districts to determine best policy for future service extensions to any part of the area.

IMPORTANT ENVIRONMENTAL CHARACTERISTICS



PLANNING AREA

- | | |
|-----------------|---------------------------|
| 1 SILVERADO | 14 CENTRAL NAPA |
| 2 SODA CANYON | 15 PUEBLO |
| 3 SALVADOR | 16 BROWNS VALLEY |
| 4 DRY CREEK | 17 CONGRESS VALLEY |
| 5 LINDA VISTA | 18 FOSTER |
| 6 CRESCENT | 19 SHEARER |
| 7 MILLIKEN | 20 COOMBSVILLE |
| 8 SARCO | 21 HOSPITAL |
| 9 FOOTHILLS | 22 SUSCOL RIDGE |
| 10 COUNTRY CLUB | 23 RIVER EAST |
| 11 ALTA HEIGHTS | 24 RIVER WEST |
| 12 BEARD | 25 CARNEROS-
HOME HILL |
| 13 LINCOLN | |



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Land Use Map

The Land Use Map Provides a Generalized Picture of the Goals and Policies Contained in the Land Use Element Report. Using Seven Broad Land Use Classifications and Five Symbols, The Map Presents a Graphic Overview of the General Distribution and Location of Major Land Use Areas and Facilities.

The Land Use Element Of The Napa County General Plan

Including this Map was adopted by the
Napa County Board of Supervisors by Resolution
#75-140 on Sept. 8, 1975.

Attest: Guinny Simms Ginny Simms, Chairman
Florence W. Cunny Florence W. Cunny, Clerk of the Board

Adopted by the Napa County Conservation,
Development and Planning Commission by
Resolution # 75-1 on June 18, 1975.




Attest: Felix J. Vanderschoot Jr. Felix J. Vanderschoot Jr., Chairman
James H. Hickey James H. Hickey, Secretary



RESIDENTIAL

- URBAN
- TRANSITION AREAS

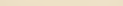
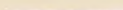
NON-RESIDENTIAL

-  COMMERCIAL
 -  INDUSTRIAL
 -  PUBLIC-INSTITUTIONAL

OPEN SPACE

-  AGRICULTURE, WATERSHED & OPEN SPACE
 AGRICULTURAL RESOURCE

TRANSPORTATION

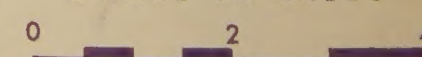
- | | |
|---|------------------------|
|  | LIMITED ACCESS HIGHWAY |
|  | MAJOR ROAD |
|  | SECONDARY ROAD |
|  | RAILROAD |
|  | AIRPORT |



ACTION RECORD

1. Adopted September 8, 1975
2. Amended December 16, 1975

SCALE IN MILES



NAPA COUNTY LAND USE PLAN 1975-2000

LEGEND

RESIDENTIAL

Category	Lot Size
URBAN	LESS THAN 1 ACRE
LIMITED URBAN	OVER 20 ACRES

NON-RESIDENTIAL

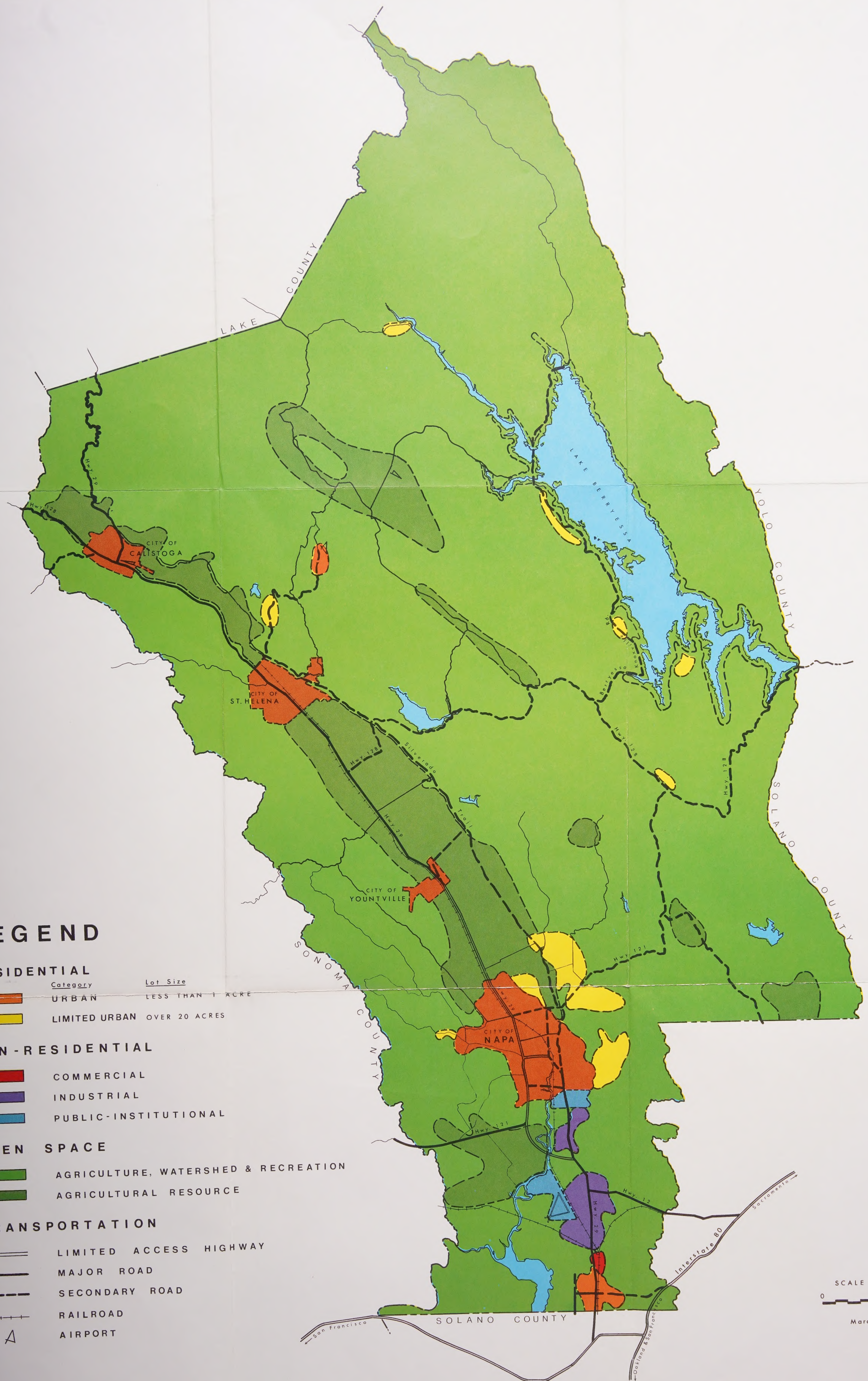
COMMERCIAL
INDUSTRIAL
PUBLIC-INSTITUTIONAL

OPEN SPACE

AGRICULTURE, WATERSHED & RECREATION
AGRICULTURAL RESOURCE

TRANSPORTATION

LIMITED ACCESS HIGHWAY
MAJOR ROAD
SECONDARY ROAD
RAILROAD
AIRPORT



SCALE IN MILES
0 2 4
March, 1975

NAPA COUNTY LAND USE PLAN 1975-2000